

monthly report



December 10,
1963

NEW JERSEY STATE HIGHWAY DEPARTMENT

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ENGINEERING COMPUTER

During November the As Built Earthwork program, the Pavement Elevations program and a program for computing the average weighted bid prices of construction items were successfully tested. The 1963 truck weight tables for the Bureau of Public Roads will be completed in December. These programs were completely rewritten for our additional computer memory, installed in July.

Over 1,800 geometric problems were solved.

Progress:

1. CPM Interstate Schedule distributed and requests for more being filled.
2. Successfully tested Pavement Elevation Program.
Preparing program forms.
3. Successfully tested As Built Earthwork Program.
Preparing program forms for field.
4. Completed Terrain Edit Program for checking earthwork data.
5. Completed Average Bid Prices Program.
6. Completely revised Truck Weight Tables W-3 to W-7 for additional memory.
7. Processed Route 4 and 17 data for shopping center report.
8. Processed over 1,800 Geometric Problems.

ENGINEERING COMPUTER, cont'd.

9. Completed Mileage Table Report for the Bureau of Public Roads.
10. Improved Slope Stability Analysis Program.

Under Development:

- | | |
|---|--------------|
| 1. Comprehensive plan for updating Interstate schedule. | |
| 2. Design Earthwork | 70% complete |
| 3. Mileage Table and Road Inventory | 40% complete |
| 4. Traffic Assignment | 5% complete |
| 5. Revision of Truck Weight Programs | 85% complete |
| 6. Median Design Program | 50% complete |
| 7. Leveling course quantities for resurfacing | 5% complete |
| 8. Quality Control Series for Laboratory | 1% complete |
| 9. Settlement Analysis Program for Soils Bureau | 1% complete |

SOILS AND SUBDRAINAGE

The U. S. Department of Commerce, Bureau of Public Roads, held a Regional Workshop November 21 and 22 in Delmar, New York. This workshop consisted of presentations on quality control programs through statistical analysis, rapid nondestructive testing, and compaction.

SOILS AND SUBDRAINAGE, cont'd.

Our current method of deriving specifications for soil aggregates is to determine the ability of an area to produce the type of material desired for each use to which it must be put. The availability of adequate and suitable sources and the future production potential of the sources are periodically surveyed to indicate the applicability and suitability of the existing specification to the quality of material available and the purpose for which it is to be utilized. As scarcities become evident, changes are made in the specifications to include the poorer grade of materials which will still perform their primary mission without a serious loss in quality and performance.

A statistical study of this approach based on current construction control samples could indicate the advisability and applicability of our present procedure and will be undertaken if deemed advisable.

The second portion of the workshop dealing with compaction and nondestructive testing methods proved most interesting since both of these problem areas appear to be as much of an enigma to other State highway departments as they are in New Jersey.

STATE AID

The Division of State Aid is presently processing the annual requests for municipal aid available under the so-called Herrick funds. As usual, the requests far out-run the amount of money available.

STATE AID, cont'd.

The municipalities are presently spending in excess of \$100 million a year on road improvement and maintenance projects. Of this, slightly more than \$4 million comes from the State in the way of formula funds and slightly more than \$2 million in the way of Herrick funds.

The following is a formula of the number and amount of municipal requests for Herrick funds for the past six years:

<u>Year</u>	<u>Applications</u>	<u>Amount State Funds Requested</u>	<u>Amount Available for Allocation</u>
1964	487	\$8,915,453.29	\$2,100,000
1963	477	9,339,911.70	2,100,000
1962	478	8,495,026.58	2,100,000
1961	490	9,104,920.63	2,100,000
1960	497	9,192,073.98	2,100,000
1959	477	9,184,257.99	2,100,000

SECURITY

A security check program has been implemented for all highway installations and facilities. A constant check after the normal working hours and on weekends is conducted at all installations to determine if facilities, equipment stored, and the buildings have been properly safeguarded. Since August, 1963, sixty violations have been noted, investigated, and the division head properly advised. Request has been made to the division head to report to this office the corrective measures taken. This office has been receiving full cooperation from the persons concerned.

SAFETY

Safety field inspections, covering departmental operations, are continuing in accordance with this office's operating procedures. Field offices for foremen have been inspected in order to insure against faulty safety precautions and general compliance with regulations pertinent to these facilities. Irregularities noted are reported to the department concerned for remedial measures.

Department personnel working on the highways have been under observation by Safety Inspectors to insure that prescribed safety measures are being complied with.

Interview with foremen and personnel, where on-the-spot corrective measures are deemed necessary, has been fruitful in that a closer relationship and the appreciation of safety measures is now being accepted more freely.

Other types of violations noted are forwarded to the department head for corrective action.

Equipment inspection in the field is being performed on a daily basis in order to insure that equipment operated by Highway personnel affords the operator safeguarded equipment.

In order that the best possible safety measures and standards are utilized, inspections on construction projects are being made not only during the daylight hours but also, in some districts, during the nights, insuring properly posted work areas for the safe travel of motorists.

SAFETY, cont'd.

During this reporting period, medical first aid supplies were distributed for rolling equipment as well as field offices.

HEALTH SERVICES

On November 7, 1963, mass influenza inoculations for Highway Department employees were conducted in the Newark Garage. The Highway Department physician and the two nurses traveled to Newark where they met a Department of Health technician; 298 employees were inoculated here.

On November 8, 1963 the same team traveled to Camden where they met a Department of Health technician at the Employment Security building. In this location, 43 Highway Department employees were inoculated, as well as approximately 50 people from the Employment Security Division.

On November 27, 1963, the Highway Department physician and one nurse traveled to Vineland. Here again they met a Department of Health technician who assisted with the project; 130 Department employees were inoculated in this installation.

A total of 521 inoculations were given during this project.

In the main dispensary during the regular course of business, 197 employees were processed during the month of November. For the same period of time, 34 were processed through the Fernwood dispensary.

HEALTH SERVICES, cont'd.

Four employees were transported to their homes by Highway vehicles because of personal discomforts; two employees were referred to the doctor's office because of injuries; seven were referred for x-rays; two referred to an ophthalmologist; and three to an orthopedist.

RECRUITMENT

Our first campus recruitment effort for the 1963-64 scholastic year was made on November 7, 1963, when we visited the Placement Office at City College of New York. Interviews were conducted with thirteen young men who will be graduating from City College in February 1964. As a result of these interviews, seven men completed and returned to us by mail application forms as an indication of initial interest in employment possibilities discussed with them. Invitations to visit the Trenton Office for further interviews and information have been extended to these seven men - three have accepted these invitations and are scheduled to visit Trenton later this month. Following these visits, it will be determined if a firm offer of employment to these men will be made.

BERGEN COUNTY

As reported last month, a novel traffic sign system was installed near the shopping center areas adjacent to intersections of

BERGEN COUNTY, cont'd.

Route 4 and 17 in Paramus. After the signs had been in service several days, the Paramus Traffic Bureau was contacted to determine what effect the use of this system might have had. It was indicated that while the shopping centers were almost filled up with cars, the traffic on Routes 4 and 17 appeared to be relatively light.

Requests for information from traffic policemen as to the location of the shopping centers dropped to nil, compared with the previous experience when many motorists would pull over to a traffic policeman and seek directions, naturally causing a delay.

Most traffic moved not less than 20 miles per hour on Route 4 east of Farview Avenue, as well as the normal heavy traffic moves during peak periods throughout the year. Traffic in the fast lanes was moving at a better rate of speed. In general, the Traffic Bureau appeared very well satisfied with the new system.

INTERSTATE ROUTE 280

The overall problem of relocating families displaced by highway construction becomes more acute when coupled with the necessity of moving through urban areas where many of these families are tenants rather than owners and large numbers of "minority" groups are involved.

INTERSTATE ROUTE 280, cont'd.

This problem is presently facing the Highway Department with respect to acquisition of the right of way for Interstate Route 280 in East Orange and Newark, and will be a future problem on Route 75, the Midtown Connector, in Newark.

Much of the acquisition of land needed by the Highway Department in East Orange is being handled directly by the East Orange Urban Renewal Agency which is proceeding to relocate families in the path of the new superhighway as rapidly as possible. Recognizing the problems involved, a meeting was scheduled with top regional officials of the Housing and Home Finance Agency. As a result of this meeting, arrangements were made for close liaison between the HHFA, the Bureau of Public Roads, local housing and urban renewal agencies and the State Highway Department.

The HHFA officials stated that before they would approve federal funds for any urban renewal project in a city such as Newark for example, that city was required to have a "workable plan" for the relocation of all families and individuals who would be displaced by any public works, including highway construction.

It was further stated that the city of Newark had submitted such a plan to the HHFA and that, therefore, it could be assumed that the city of Newark was making provision for housing units to accommodate those who would be displaced by the Midtown Connector and other routes within the city.

DIVISION OF RAILROAD TRANSPORTATION

DEMONSTRATION PROJECTS

Analyzed preliminary report prepared by Research Data Processing Corporation pertaining to travel by all modes from the New Brunswick area northerly to Newark and New York.

Continued to assemble material pertaining to possible mass transportation demonstration projects involving the Pennsylvania and Jersey Central Railroads in Monmouth County and one involving the New York, Susquehanna & Western Railroad in Hudson County.

ALDENE PLAN

Started analysis of proposal submitted by the Public Utilities Commission as an alternative to the Aldene Plan. Under the Public Utilities Commission proposal, the main line Jersey Central trains would continue across Newark Bay northerly through the Bayonne peninsula and then over tracks owned by the Lehigh Valley and New York Central Railroads to a new transfer facility to be constructed in Jersey City just east of Journal Square.

RAILROAD CONTRACTS

Summarized performance of all rail passenger carriers for October and November and submitted tabulations to the carriers for comment.

MEETINGS

In addition to the routine staff and other meetings, the following are a few of the meetings held during the month:

Nov. 12 - Meeting with Assemblyman Beadleston of Monmouth County to discuss Route 35.

Meeting with Senator Farley at Atlantic City to discuss the Atlantic City Expressway.

Nov. 13 - Meeting with Mr. Beschenbossel of the Federal Bureau of Public Roads to discuss right of way procedures.

Nov. 14 - Meeting with Mr. Shoemaker of the Central Railroad of New Jersey.

Represented Governor Hughes at the opening of the Delaware-Maryland Turnpike by President Kennedy.

Nov. 18 - Meeting with officials of the Erie-Lackawanna Railroad to discuss tax matters.

Nov. 19 - Meeting with Mr. White of the Delaware River Basin Commission to discuss reservoir plans in Warren County.

Nov. 21 - Participated in a Princeton University Seminar on transportation.

MEETINGS, cont'd.

Nov. 21 - Meeting with Mr. Beschenbossel of the Bureau of Public Roads to discuss right of way procedures.

Nov. 22 - Meeting with the Governor to discuss the Tri-State Transportation Committee.

Meeting with Senator Dumont and other officials to discuss progress on Interstate Route 80 in Warren County.

Nov. 26 - Meeting with President Hyland and members of the Public Utility Commission to discuss their confidential plan for the Central Railroad of New Jersey in Hudson County.

Dec. 3 - Meeting in New York City to discuss interstate transportation links.

Meeting with consulting engineers to discuss Route 440 Freeway in Middlesex County.

Dec. 4 - Departmental Budget Hearings.

Meeting with Commissioner Roe at noon.

Meeting with Mr. Beschenbossel and Commissioner Roe to discuss planning.

Meeting with Mr. Amster to discuss progress by the Lizza Company on paving a section of Route 80.



MEETINGS, cont'd.

Dec. 4 - Meeting with Mr. Beschenbossel to discuss Route 78
in Newark.

Dec. 5 - Meeting with Mr. Kervick to discuss railroad taxes.

Meeting with officials of the Housing and Home Finance
Agency to discuss relocation problems involving Inter-
state Route 280.

Departmental Budget Hearings.

Meeting with Mayor Bercik and other officials to discuss
Route 278.

Meeting in Governor's office to discuss reservoir plans
in Warren County.

Meeting with Governor and legislative committees to discuss
Tri-State Transportation Committee.

Dec. 9 - Annual meeting of the Associated General Contractors of
New Jersey.

Meetings with Republican and Democratic legislative
caucuses to discuss Tri-State Transportation Committee.

Meeting with officials of Philadelphia and Reading Railroad.



MEETINGS, cont'd.

Dec. 10 - Budget Hearing with officials of the State Budget
Bureau.

Meeting with the Attorney General to discuss electrical
work performed under highway contracts.

Attended Governor's Press Conference.

CONTRACTS AWARDED

Nov. 20 - Hazen-Bridgeville Road White Township, Warren County. <u>Warren Paving Co., Stewartsville.</u>	\$248,744.40
Nov. 20 - Route 37 Timber Bulkheads at Route 37 Bridge Pelican Island & Seaside Heights, Berkeley Township, Ocean County. <u>Foundations & Structures, Inc., Linwood</u>	69,490.60
Nov. 22 - Route 35 Widening and Resurfacing Woodbridge, Middlesex County. <u>Middlesex Concrete Products and Excavating Corp., Woodbridge.</u>	157,718.20
Nov. 27 - River Street-Bergen Turnpike Hackensack and Little Ferry Bergen County. <u>P. Michelotti & Sons, Saddle Brook</u>	274,439.62
Dec. 5 - Interstate Route 295 Grading and Bridges Logan and Oldmans Townships Gloucester and Salem Counties. <u>S. J. Groves and Sons Co., Woodbridge</u>	2,856,900.30
Dec. 5 - Route 4 Widening and Resurfacing Teaneck, Bergen County. <u>Franklin Contracting Co., Little Falls</u>	<u>158,358.16</u>
<u>Total Contracts Awarded</u>	- \$ 3,765,651.28

BIDS RECEIVED

Nov. 14 -	Route 37 - Timber Bulkheads Pelican Island and Seaside Heights Berkley Township, Ocean County. <u>Foundations & Structures, Inc., Linwood</u>	\$ 69,490.00
Nov. 14 -	Route 35 Widening and Resurfacing Woodbridge, Middlesex County. <u>Middlesex Concrete Products and Excavating Corp., Woodbridge.</u>	157,718.20
Nov. 21 -	Interstate Route 295 Grading and Bridges Logan and Oldmans Townships Gloucester and Salem Counties. <u>S.J. Groves & Sons Co., Woodbridge</u>	2,856,900.30
Nov. 21 -	Route 4 Widening and Resurfacing Teaneck, Bergen County. <u>Franklin Contracting Co., Little Falls</u>	158,358.16
Dec. 5 -	Route 45 Demolition, Drainage & Incidental Paving Harrison Township, Gloucester Co. <u>Michael J. Stavola, Inc., Red Bank</u>	32,021.93
Dec. 5 -	Interstate Route 280 Demolition W. Orange, Orange, Essex County. <u>Interstate Wrecking Co., Springfield</u>	<u>19,400.00</u>
	<u>Total Bids Received</u> -	\$3,293,888.59

BIDS TO BE RECEIVED

- Dec. 19 - Interstate Route 287
Grading, Paving and Bridges
Township of Parsippany-Troy Hills
Morris County.
- Dec. 19 - Route 46
Widening, Resurfacing, Turnarounds and
Culvert Extensions
Mt. Olive Township, Morris County.
- Jan. 2 - Routes 1 and 9
Roadway Paving Rehabilitation
Foundry Street to South Street
Newark, N. J.

MAP REQUESTS

<u>Date</u>	<u>Name and Address</u>	<u>Quantity</u>
11/13/63	The Budd Company Philadelphia, Pa.	25
11/13/63	Welcome Wagon, East Brunswick	50
11/13/63	Tenn. State Automobile Assn. Memphis	25
11/13/63	Jr. Woman's Club of Moorestown N.J.	50
11/13/63	Ponca City Chamber of Commerce, Okla.	25
11/14/63	Hilco Homes Corp., Philadelphia, Pa.	12
11/18/63	Fort Monmouth, N.J. Visitors Bureau	200
11/18/63	McGuire Air Force Base, N.J. 305th Air Refueling Squadron	200
11/18/63	Allstate Motor Club Menlo Park, California	15
11/18/63	The Training School at Vineland, N.J.	50
11/18/63	Rapid City Chamber of Commerce South Dakota	25
11/18/63	Keystone Automobile Club Philadelphia, Pa.	50
11/20/63	Mr. James Schuyler N.J. Highway Dept.	25
11/21/63	Mr. Daniel Madigan Nutley, N.J.	30
11/21/63	Miss Sue Lewis Woodbury, N.J.	50
11/26/63	Wyllies Mobile Service Poteau, Oklahoma	25
11/27/63	N.J. Highway Dept. Haddonfield Office	50

MAP REQUESTS

<u>Date</u>	<u>Name and Address</u>	<u>Quantity</u>
11/27/63	Catherine E. Doyle School Wood - Ridge, N.J.	85
12/2/63	The New York Bank for Savings New York City, N.Y.	250
12/2/63	Russell LeGore, Realtor Vineland, N.J.	50
12/3/63	Chamber of Commerce West Palm Beach, Florida	20
12/3/63	Freehold Kiwanis Club, N.J.	50
12/3/63	Belleville Chamber of Commerce Illinois	24
12/4/63	North Dakota Tourist Bureau Bismarck	25
12/4/63	Tremont Motel Cayce, S. Carolina	25
12/4/63	Welcome Wagon, Westfield	50
12/4/63	Dept. of Conservation & Economic Dev.	100
12/4/63	Chief Inspector's Office Motor Vehicle Dept.	20
12/6/63	The National Survey Chester, Vermont	25
12/9/63	N.J. Highway Dept. Parsippany-Troy Hills Office	500
12/9/63	Welcome Wagon, Union, N.J.	50
12/9/63	Whitacre Motor Club Bloomfield, Iowa	12
11/13-12/10	Individual Requests	<u>414</u>
Total Issued During Month		2,607

BUREAU OF PUBLIC INFORMATION
NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

TUxedo 2-3000 - Ext. 431-432

RELEASE MONDAY P.M.'s



1963
HISTORIC SITE SIGNS
Cape May County

Trenton, Dec. 9 - The New Jersey State Highway Department today announced it has erected new historic site signs along State highways in Cape May County.

The Highway Department is cooperating with the New Jersey Historic Sites Evaluation Committee in placing new, more easily read historic site signs throughout the State. To date the Department has erected 70 such signs along the State Highway System.

New site signs, their legends and locations in Cape May County are:

Rising Sun Tavern, opened as an Inn and Stage stop in 1826. The sign is located on U.S. Route 9 southbound, one hundred feet north of junction sign 550, Ocean View.

Seaville Meeting; Friends Meeting House, built 1716. Oldest Quaker place of worship in New Jersey that is still in use. The sign is located on U.S. Route 9 (southbound) approximately $1\frac{1}{2}$ miles south of the junction with Route 50 in Seaville.

Dennis Creek; Shipbuilding Industry began here about 1800. The sign is located on the northbound side of Route 47 south of Dennis Creek Bridge, Dennis Creek.

County Seat; Settled in 1690 as Middletown, later became Cape May Court House. The sign is located on U.S. Route 9 in front of the Court House, in Cape May County Court House.

(more)

1963
HISTORIC SITE SIGNS
Cape May County

Erection of other signs relating to historic sites along State highways in other counties will be announced by the Highway Department.

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

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RELEASE UPON RECEIPT



1963

Route 35 - COMPLETION
Cheesequake Creek Bridge
Approach
Township of Madison
Middlesex County

Trenton, Dec. 6 - The New Jersey State Highway Department today announced it has completed reconstruction of a short section of Route 35 immediately south of the Cheesequake Creek Bridge at Morgan, in Madison Township, Middlesex County.

Gradual settlement of the existing roadway over a distance of about one quarter mile resulted in flooding of the area at normal high tide and a complete halting of traffic at abnormal high tide. The hazard to motorists as well as the expense of cleaning up the area after flooding has been eliminated.

Three lanes of traffic are carried on each of the main roadways, northbound and southbound, separated by a grass median divider. A service road adjacent to the northbound side of the route has been rebuilt.

The new roadways have been built high enough to eliminate the flooding condition.

Costs of the \$118,000 project will be paid entirely by the State Highway Department.

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NEW JERSEY

Traffic Conditions Report

STATE HIGHWAY DEPARTMENT

Bureau of Public Information
Trenton 25, New Jersey
TU xedo 2-3000

RELEASE FRIDAY DECEMBER 6

WEEK OF DECEMBER 7 - DECEMBER 13

Trenton, Dec. 6 - The New Jersey State Highway Department, as part of a continuing service to the public, today issued a list of locations within the State where road construction and maintenance may cause interference to motorists during the week of December 7 - December 13.

Atlantic

Route U.S. 30, Absecon -- Traffic on Route U.S. 30 at Shore Road will be restricted to a single lane in each direction during reconstruction of the bridge over Absecon Creek. Westbound traffic will be detoured to the eastbound lanes at the bridge site. The condition will continue until the end of 1963.

Bergen

Route 3, East Rutherford -- Traffic will be guided through the construction area as work proceeds.

Southbound Route 20 traffic desiring to reach westbound Route 3 will detour by way of Paterson Plank Road and Route 17 to Route 3. The condition will continue for about 6 months.

In the construction area west of the Hackensack River there will be occasional delays to traffic resulting from movement of construction equipment across the highway. The condition will continue for about 6 months.

Route 80, Teaneck, Ridgefield Park, Bogota -- The detour at Teaneck Road between Arthur Street and Jaaper Avenue will remain through December, 1963.

Route 80, Township of South Hackensack, Teterboro, City of Hackensack -- Huyler Street between North Street and Wesley Street is closed to traffic.

Traffic will be detoured from Huyler Street to Wesley Street to Green Street to North Street and back to Huyler Street.

Minor delays will occur on Hudson Street.

Route 95, Teaneck -- Fort Lee Road is detoured between Glenwood Avenue and the Overpeck Creek Bridge. Glenwood Avenue is detoured between Fort Lee Road and Cypress Street. The condition is the same as that which prevailed last week and it will continue until paving operations now underway are completed.

Bergen-Passaic

Route 80, Paterson -- Madison Avenue (Paterson) traffic has been detoured to permit the construction of Route 80 underpass. The detour will be in effect for six months.

(more)

1963
TRAFFIC CONDITIONS REPORT

Camden

Route 38, Pennsauken and Cherry Hill Townships -- Slight interference to traffic during roadway widening and the construction of interchanges at Browning Road and Cuthbert Boulevard. Traffic will be guided through the construction area.

Route 130, Pennsauken to Collingswood -- Traffic will be restricted between the hours of 9 a.m. and 4 p.m. daily for the next 2 weeks during widening of roadway under railroad bridges at Westfield Avenue, Pennsauken; Browning Road, Pennsauken and Haddon Avenue, Collingswood.

Route 168, Glendora to Blackwood -- Traffic reduced to one lane during sanitary sewer installation. No weekend or evening interference.

Cumberland

Route 49, Millville -- Minor delays may be expected during drainage repair operations. No evening or weekend interference.

Essex

Route 21, Belleville -- Traffic will be guided through the construction area. The condition will continue until the end of 1963.

Gloucester

Route 45, Woodbury -- Minor delays during utility installations.

Hudson

Route 3, Secaucus -- Occasional delays to traffic in the area of the operations to widen the Turnpike Bridge while equipment moves in the construction area. The condition will continue until the end of 1963.

Traffic will be guided through the construction area on Route 3 between Tonnelle Avenue and the Paterson Plank Road. The condition will continue for three weeks. No interference after 4 p.m.

Hunterdon

Route 69 and 202, Haritan Township and Flemington -- Traffic will be restricted to one lane in each direction during construction of roadways. Caution should be exercised in areas where shoulders are being excavated. The condition will continue for 2 weeks.

Mercer

Route 29 Freeway, Trenton -- Both directions of traffic will use Willow Street in front of the War Memorial Building. Northbound traffic will be diverted to the new southbound roadway during construction of the northbound roadway. The condition will continue until the end of 1963.

Middlesex

Route 18, East Brunswick and Madison Townships -- Minor interference may be expected throughout the construction area. Traffic will be reduced to 1 lane from Rues Lane to Main Street during paving operations. The condition will continue for 1 week.

Some interference to traffic may be expected at Albany Street for the next week.

Route 35, Laurence Harbor -- Occasional delays to traffic may be expected during the next week during paving operations.

(more)

1963
TRAFFIC CONDITIONS REPORT

Middlesex-Monmouth

Route 9, Marlboro, Manalapan, Madison -- Slight interference resulting from trucks and construction equipment moving materials throughout the construction area.

Monmouth

Route 9, Freehold -- Traffic will be guided through the construction area. The condition will continue until the end of 1963.

Route 35, Middletown -- Traffic will be restricted along Old Kings Highway, Mountain Hill Road and Tindall Road during drainage installations. The condition will continue for one month.

Route 36, Keyport, Raritan Township, Union Beach, Keansburg -- Constriction of traffic may be expected at Flat Creek, East Creek and Waackaak Creek during drainage construction. The condition will continue for one year.

Morris

Route 10, Town of Whippany, Hanover Township -- During construction of barrier curb traffic on Route 10 will be restricted to one lane at various locations throughout the project. The condition will continue for about 5 months.

Route 15, Twp. of Rockaway, Twp. of Jefferson -- Movement of equipment and excavation operations in the shoulder areas will restrict traffic.

Route 53, Mt. Tabor to Denville -- Minor delays during utility installations.

Somerset

Route 287, Bridgewater Township -- Minor interference may be expected on Route U.S. 202-206

when construction equipment moves around the work site. The condition will continue for 6 months.

Talamini Road bridge and relocated Talamini Road will remain closed while work on the overpass is being completed.

Route 287; Route U.S. 202-206, Bedminster -- Minor interference will result from movement of construction equipment along U.S. 202-206 between Pluckemin and Bedminster.

Union

Route 1, Linden -- Traffic will be reduced to two lanes during construction of turn slots.

Warren

Route 24, Lopatcong, Greenwich, Franklin, Washington -- Intermittent delays may be expected during resurfacing operations from Route 22 to Stewartsville Road and from New Village to Lincoln Avenue. The condition will continue until the end of 1963.

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NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton



TUxedo 2-3000 - Ext. 431-432

RELEASE THURSDAY P.M.'s

1963ROUTE U.S. 1 and 9 - ADV
Newark
Essex County

Trenton, December 5 - The New Jersey State Highway Department today announced it will receive bids January 2, 1964 on improvement of a portion of Route U.S. 1 and 9 in Essex County.

Work on the 1.3 mile project will consist of replacing portions of the existing granite block pavement on the elevated southbound roadway between Foundry Street and South Street in Newark, and resurfacing the down ramp from the southbound lanes to Wilson Avenue.

The southbound roadway presently carries two lanes of through traffic and two lanes of local traffic separated by a concrete median two feet wide. The existing roadway consists of a surface of granite block placed on top of a sand cushion and a base course of reinforced concrete.

The granite block, the sand cushion and the concrete median will be excavated in badly worn areas. The ten inch thick reinforced concrete base course and the curb bordering the outer edge of both roadways will remain.

The excavated portions will be replaced with bituminous stabilized base course having variable thickness and the entire surface of the roadway will be paved with a 3 inch thickness of bituminous concrete. New white concrete island curb will separate the local and through southbound roadways.

(more)



OFFICE OF THE PUBLISHER
535 N. Dearborn St., Chicago, Ill.

Subscription price, Five Dollars per Annum in Advance.

Single Copies, Fifteen Cents.

Entered as Second-Class Matter, May 26, 1894, Post Office at Chicago, Ill., under No. 323,456.

Acceptance for mailing at Special Rate of Postage provided for in Act of October 3, 1911, authorized on July 1, 1912.

Postage paid at Chicago, Ill., and at additional mailing offices.

Copyright, 1913, by American Medical Association.

Printed at the Chicago Press, Chicago, Ill.

Published by the American Medical Association, 535 N. Dearborn St., Chicago, Ill.

Subscription orders, notices of change of address, and other communications should be sent to the Office of the Publisher.

Advertisements should be sent to the Advertising Manager.

Entered as Second-Class Matter, May 26, 1894, Post Office at Chicago, Ill., under No. 323,456.

Acceptance for mailing at Special Rate of Postage provided for in Act of October 3, 1911, authorized on July 1, 1912.

Postage paid at Chicago, Ill., and at additional mailing offices.

Copyright, 1913, by American Medical Association.

Printed at the Chicago Press, Chicago, Ill.

Published by the American Medical Association, 535 N. Dearborn St., Chicago, Ill.

Subscription orders, notices of change of address, and other communications should be sent to the Office of the Publisher.

Advertisements should be sent to the Advertising Manager.

1963
ROUTE U.S. 1 and 9 - ADV
Newark
Essex County

The down ramp at Wilson Avenue presently carries two lanes of traffic on a granite block surface. A new bituminous concrete surface 3 inches thick will be placed upon the granite block.

Construction will be performed in stages to assure minimum interference to traffic. A temporary crossover located at Foundry Street will permit all traffic to move on the through lanes while work is underway on the local lanes and to move on the local lanes while work is underway on the through lanes.

Costs of the project, which is expected to take 55 working days to complete, will be paid entirely by the New Jersey State Highway Department. All bids will be reviewed before a contract is awarded.

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1 and 9, 2D
63-N -36

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton



TUxedo 2-3000 - Ext. 431-432

IMMEDIATE RELEASE

1963

Interstate Route 280 - BIDS
West Orange, Orange
Essex County
Demolition

Trenton, Dec. 5 - The New Jersey State Highway Department today announced a low bid of \$19,400.00 was received from Interstate Wrecking Co., Inc., Springfield, on a demolition project on Interstate Route 280, the Essex East-West Freeway, in Essex County.

Other bidders on the project were: V. Ottilio and Sons, Paterson, \$39,000.00; S. A. S. Equipment Co., Inc., Irvington, \$45,200.00 and Peter W. Kero, Inc., Carlstadt, \$47,260.00.

Approximately 36 buildings will be demolished over a distance of 1.07 miles in a corridor extending from Valley Road in West Orange eastward to Kenilworth Place in Orange. The corridor crosses South Jefferson Street, Scotland Road, Lincoln Avenue, Essex Avenue, South Day Street, North Center Street, Hickory Street, and Oakwood Avenue.

Buildings are being demolished on a selective basis as property acquisitions and agreements are reached and as the occupants of the buildings move out.

A Highway Department spokesman, recounting the history of the Essex East-west Freeway portion of Interstate Route 280, explained that the superhighway will solve the problem of providing an adequate traffic artery between Newark and the Oranges.

The entire route, to be about 17 miles long, will extend from Interstate Route 95 in Kearny to Interstate Route 80 in Parsippany-Troy Hills Township in Morris County.

(more)

2.

1963

Interstate Route 280 - BIDS
West Orange, Orange
Essex County
Demolition

A schedule of 60 working days has been set for the demolition project. The Federal Government will pay 90% of the costs while New Jersey will pay ten per cent. All bids will be reviewed before a contract is awarded.

280,5E
63-I-28

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NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton



TUxedo 2-3000 - Ext. 431-432

RELEASE UPON RECEIPT

1963
ROUTE 45 - BIDS
Mullica Hill
Gloucester County

Trenton, December 5 - The New Jersey State Highway Department today announced a low bid of \$32,021.93 was received from Michael J. Stavola, Inc., Red Bank on a project for the partial demolition of the bridge carrying Route 45 over the stream south of Raccoon Creek in Mullica Hill, Gloucester County.

Other bidders on the project were: Rudolph Meckel and Son, Inc., Vineland, \$37,355.40; A. H. Lupton, Jr., Inc., Bridgeton, \$42,150.05; South Jersey Construction Co., Riverside, \$42,781.20; Clifford Ellis, Inc., Cherry Hill, \$43,692.00; Edward H. Ellis and Sons, Inc., Cherry Hill, \$51,708.00.

Following demolition of the bridge, 172 linear feet of 48 inch diameter corrugated metal drainage pipe will be placed in the stream bed to carry the stream flow under Route 45. Earth fill will be placed over the pipe and a new roadway will be built over the stream.

While construction is underway traffic will be detoured around the work site over Route U.S. 322 and Route U.S. 322 (Alternate).

One lane of traffic will continue to be carried in each direction, northbound and southbound when work is completed.

Costs of the project, which is expected to take 40 working days to complete will be paid entirely by the State Highway Department. All bids will be reviewed before a contract is awarded.

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NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

TUxedo 2-3000 - Ext. 431-432



RELEASE THURSDAY P.M.'s

1963

SALE OF BUILDINGS

Somerset and Hunterdon Counties

Trenton, Dec. 5 - The New Jersey State Highway Department today announced it will hold two public sales December 12 for residential buildings in Somerset and Hunterdon Counties.

The morning sale will begin at 11 a.m. in Warren Township, Somerset County. Bids will be received in the building to be sold, located on the east side of Martinsville Road about 300 feet north of Mountainview Road. The house stands on a parcel of land purchased so that Interstate Route 78 could be constructed in that area.

The afternoon sale will begin at 2 p.m. in Raritan Township, Hunterdon County, on a property located on Route 202 - 69 about 300 feet south of Conover Road.

The auctioneer will sell separately a two-story frame dwelling, a two-story frame antique shop, and two chicken coops.

A Department spokesman noted that sales of surplus property initiated in 1956 benefited municipalities by returning ratables to the tax rolls and enabling the Highway Department to recover some of the money it originally paid to acquire properties.

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton



TUxedo 2-3000 - Ext. 431-432

RELEASE THURSDAY P.M.'s

1963

Sale of Buildings

Essex, Union Counties

Interstate Route 78 & Route

24 Freeway

Trenton, December 5 - The New Jersey State Highway Department today announced it will hold a public sale December 10 for seven residential buildings in Essex and Union Counties.

The buildings presently stand on land purchased by the Department so that Interstate Route 78 and the Route 24 Freeway can be constructed in Summit, Millburn and Springfield. The sale will begin 11 a.m. at 26 Morris Street in Summit, which is a two-story frame home included in the sale.

Other buildings listed for sale in Summit, Union County, are located at 56 Sheffield Road, 31 Broad Street, 4 Morris-Essex Turnpike, and 51 Middle Avenue.

In Springfield, a frame residence at 87 Bryant Avenue is included in the sale. In Millburn, Essex County, a home at 892 Morris-Essex Turnpike is listed.

A Department spokesman noted that sales of surplus property, started in 1956, benefit the municipality by returning ratables to the tax rolls, and enable the Department to recover some of the money it originally paid for the properties.

#####

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

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RELEASE THURSDAY P.M.'s

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NEW JERSEY STATE HIGHWAY DEPARTMENT

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NEW JERSEY STATE HIGHWAY DEPARTMENT

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RELEASE UPON RECEIPT



1963

TRAFFIC REGULATIONS

Route U.S. 202

Borough of Morris Plains

Morris County

Trenton, December 4 - The New Jersey State Highway Department today announced that permission has been granted to the Borough of Morris Plains, Morris County, to establish bus stops along Route U.S. 202 at the following locations:

Stopping or standing will be prohibited at all times -

Along the easterly (northbound) side of U.S. Route 202:

A. Midblock bus stops beginning:

1. 150 feet north of Hanover Avenue
2. 168 feet south of Academy Road.

B. Near side bus stops

1. Dayton Road
2. Franklin Place

C. Far side bus stops

1. Rosedale Road
2. Academy Road
3. Morris Plains Avenue

Along the westerly (southbound) side of U.S. Route 202

A. Mid-block bus stops beginning:

1. 78 feet south of Academy Road
2. 240 feet north of Hanover Avenue

B. Near side bus stops

(more)

1963
TRAFFIC REGULATIONS
Route U.S. 202
Borough of Morris Plains
Morris County

1. Glenbrook Road
2. Hillview Avenue
3. Rosedale Avenue

C. Far side bus stops

1. Franklin Place

All far side bus stops shall be 105 feet in length, all near side bus stops shall be 120 feet in length and all mid-block stops shall be 130 feet in length.

The regulation will become effective with the posting of regulatory signs in the affected areas.

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RP-63-46

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton



TUxedo 2-3000 - Ext. 431-432

RELEASE UPON RECEIPT

1963

ROUTE 82 - COMPLETION
Morris Avenue
Union County

Trenton, December 3 - The New Jersey State Highway Department announced completion of construction of a left turn jug handle on Route 82 (Morris Avenue) in Union County.

The jug handle was built on the south side of the highway to expedite the flow of through Route 82 vehicles while enabling eastbound traffic to turn safely into the shopping center area to the north of Morris Avenue.

Costs of the \$33,500 project will be paid entirely by the New Jersey State Highway Department.

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

TUxedo 2-3000 - Ext. 431-432



RELEASE UPON RECEIPT

1963

SALE OF BUILDINGS

Route 36

Monmouth County

Trenton, December 1 - The New Jersey State Highway Department today announced five buildings it owns along Route 36 in Monmouth County will be offered at a public sale December 5.

The sale comes under the Department's program for returning surplus property to useful service and to municipal tax rolls, and regaining some of the State money spent to purchase the property. Similar sales in 1962 saved the Department an estimated \$380,000.

The buildings are on remainders of entire parcels that were purchased so that Route 36 could be dualized from Keyport to Atlantic Highlands.

The sale will begin 11 a.m. in one of the buildings, a frame residence located at 16 Highway 36 in Leonardo.

Other buildings to be offered include a frame house at 9 Memorial Parkway in Atlantic Highlands, a two-story frame residence at 96 Highway 36 in Belford, and two homes in Middletown Township.

BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

TUxedo 2-3000 - Ext. 431-432

RELEASE FRIDAY P.M.'s



1963

SURPLUS PROPERTY SALE
Edison Township
Middlesex County

Trenton, November 29 - The New Jersey State Highway Department today announced a sale of surplus property located near Route 1 in Edison Township, Middlesex County, will be held December 3.

The property, consisting of land and a building comprising the remainder of 3 parcels originally purchased for the Woodbridge Avenue overpass, lies just outside the Highway Department's right-of-way boundary.

The public auction is in line with the Department's policy of returning surplus property to useful service, as well as municipal tax rolls, and recover some of the State money spent to purchase the land. Similar sales in 1962 saved the Department an estimated \$380,000.

One property, at 25 Lloyd Avenue, has a frame house standing on the lot which is located at the beginning of the ramp leading from Linden Avenue to Meeker Avenue. The surplus land, about 45 feet wide, fronts on the curving ramp. Sides of the lot measure approximately 90 feet and 75 feet. Access to the ramp will be permitted.

A Highway Department spokesman explained the house will be sold with the land, and will have to be removed from the Department's right of way.

The adjoining vacant property, at 21 Lloyd Avenue, also fronts on the ramp, but access to it will be denied. Sides of the lot, which is some 45 feet wide, measure about 90 feet and 75 feet.

(more)



Vol. 17, No. 10
March 10, 1918

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Published by the American Medical Association
535 North Dearborn Street, Chicago, Ill.

1963

SURPLUS PROPERTY SALE
Edison Township
Middlesex County

The third adjoining property, at 17 Lloyd Avenue, is a small wedge containing about 45 square feet of vacant land. No access to the ramp will be permitted from the property.

Bids received at the sale, scheduled to begin 11 a.m. in the house at 25 Lloyd Avenue, will be reviewed by Commissioner Dwight R. G. Palmer before awards are made. All three parcels will be sold as one unit.

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NEW JERSEY

Traffic Conditions Report

STATE HIGHWAY DEPARTMENT

Bureau of Public Information
Trenton 25, New Jersey
TU xedo 2-3000

RELEASE FRIDAY NOVEMBER 29

WEEK OF NOVEMBER 30 - DECEMBER 6

Trenton, Nov. 29 - The New Jersey State Highway Department, as part of a continuing service to the public, today issued a list of locations within the State where road construction and maintenance may cause interference to motorists during the week of November 30 - December 6.

Atlantic

Route U.S. 30, Absecon -- Traffic on Route U.S. 30 at Shore Road will be restricted to a single lane in each direction during reconstruction of the bridge over Absecon Creek. Westbound traffic will be detoured to the eastbound lanes at the bridge site. The condition will continue until the end of 1963.

Bergen

Route 3, East Rutherford -- Traffic will be guided through the construction area as work proceeds.

Southbound Route 20 traffic desiring to reach westbound Route 3 will detour by way of Paterson Plank Road and Route 17 to Route 3. The condition will continue for about 6 months.

In the construction area west of the Hackensack River there will be occasional delays to traffic resulting from movement of construction equipment across the highway. The condition will continue for about 6 months.

Route 80, Teaneck, Ridgefield Park, Bogota -- The detour at Teaneck Road between Arthur Street and Jasper Avenue will remain through December, 1963.

Route 80, Township of South Hackensack, Teterboro, City of Hackensack -- Huyler Street between North Street and Wesley Street is closed to traffic.

Traffic will be detoured from Huyler Street to Wesley Street to Green Street to North Street and back to Huyler Street.

Minor delays will occur on Hudson Street.

Route 95, Teaneck -- Fort Lee Road is detoured between Glenwood Avenue and the Overpeck Creek Bridge. Glenwood Avenue is detoured between Fort Lee Road and Cypress Street. The condition is the same as that which prevailed last week and it will continue until paving operations now underway are completed.

Bergen-Passaic

Route 80, Paterson -- Madison Avenue (Paterson) traffic has been detoured to permit the construction of Route 80 underpass. The detour will be in effect for six months.

(more)

1963
TRAFFIC CONDITIONS REPORT

Camden

Route 38, Pennsauken and Cherry Hill Townships -- Slight interference to traffic for next 2 months during roadway widening and the construction of interchanges at Browning Road and Cuthbert Boulevard. Traffic will be guided through the construction area.

Route 130, Pennsauken to Collingswood -- Traffic will be restricted between the hours of 9 a.m. and 4 p.m. daily during the month of November during widening of roadway under railroad bridges at Westfield Avenue, Pennsauken; Browning Road, Pennsauken and Haddon Avenue, Collingswood.

Route 168, Glendora to Blackwood -- Traffic reduced to one lane during sanitary sewer installation. No weekend or evening interference.

Essex

Route 21, Belleville -- Traffic will be guided through the construction area. The condition will continue until the end of 1963.

Gloucester

Route 45, Woodbury -- Minor delays during utility installations.

Hudson

Route 3, Secaucus -- Occasional delays to traffic in the area of the operations to widen the Turnpike Bridge while equipment moves in the construction area. The condition will continue until the end of 1963.

Traffic will be guided through the construction area on Route 3 between Tonnele Avenue and the Paterson Plank Road. The condition will continue for three weeks. No interference after 4 p.m.

Hunterdon

Route 69 and 202, Raritan Township and Flemington -- Traffic will be restricted to one lane in each direction during construction of barrier curb. Caution should be exercised in areas where shoulders are being excavated. The condition will continue for 3 weeks.

Mercer

Route 29 Freeway, Trenton -- Both directions of traffic will use Willow Street in front of the War Memorial Building. Northbound traffic will be diverted to the new southbound roadway during construction of the northbound roadway. The condition will continue until the end of 1963.

Middlesex

Route 18, East Brunswick and Madison Townships -- Minor interference may be expected throughout the construction area. Traffic will be reduced to 1 lane from Rues Lane to Main Street during paving operations. The condition will continue for 1 week.

Some interference to traffic may be expected at Albany Street for the next week.

(more)

1963
TRAFFIC CONDITIONS REPORT

Middlesex cont'd

Route 35 Laurence Harbor -- Occasional delays to traffic may be expected during the month of November during paving operations.

Middlesex-Monmouth

Route 9, Marlboro, Manalapan, Madison -- Slight interference resulting from trucks and construction equipment moving materials throughout the construction area.

Monmouth

Route 9, Freehold -- Traffic will be guided through the construction area. The condition will continue until the end of 1963.

Route 35, Middletown -- Traffic will be restricted along Old Kings Highway and on Tindall Road during drainage installations. The condition will continue for one month.

Route 36, Keyport, Raritan Township, Union Beach, Keansburg -- Constriction of traffic may be expected at Flat Creek, East Creek and Waackaak Creek during drainage construction. Roadway excavation operations are underway near Stone Road. The condition will continue for one year.

Morris

Route 10, Town of Whippany, Hanover Township -- During construction of barrier curb traffic on Route 10 will be restricted to one lane at various locations throughout the project. The condition will continue for about 5 months.

Route 15, Twp. of Rockaway, Twp. of Jefferson -- Movement of equipment and excavation operations in the shoulder areas will restrict traffic.

Route 53, Mt. Tabor to Denville -- Minor delays during utility installations.

Somerset

Route 287, Bridgewater Township -- There will be a short detour for Route U.S. 202-206 traffic beginning near the Bridgewater Township Municipal Building for northbound traffic and near Green Knoll Tavern for southbound traffic in the vicinity of construction of the Route 287 intersection. The condition will continue for 1 month.

Interference in the aforementioned area will cease on December 4 at which time the new roadways of Routes 202 and 206, northbound and southbound, will be open to traffic.

Talamini Road bridge and relocated Talamini Road will be opened to traffic on December 4.

Route 287; Route U.S. 202-206, Bedminster -- Minor interference will result from movement of construction equipment along U.S. 202-206 between Pluckemin and Bedminster.

Union

Route 1, Linden -- Traffic will be reduced to two lanes during construction of turn slots.

Warren

Route 24, Lopatcong, Greenwich, Franklin, Washington -- Intermittent delays may be expected during resurfacing operations from Route 22 to Stewartsville Road and from New Village to Lincoln Avenue. The condition will continue until the end of 1963.

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NEW JERSEY

Traffic Conditions Report

STATE HIGHWAY DEPARTMENT

Bureau of Public Information

Trenton 25, New Jersey

TU xedo 2-3000

RELEASE FRIDAY NOVEMBER 22

WEEK OF NOVEMBER 23 - NOVEMBER 29

Trenton, Nov. 22 - The New Jersey State Highway Department, as part of a continuing service to the public, today issued a list of locations within the State where road construction and maintenance may cause interference to motorists during the week of November 23 - November 29.

Atlantic

Route U.S. 30, Absecon -- Traffic on Route U.S. 30 at Shore Road will be restricted to a single lane in each direction during reconstruction of the bridge over Absecon Creek. Westbound traffic will be detoured to the eastbound lanes at the bridge site. The condition will continue until the end of 1963.

Bergen

Route 3, East Rutherford -- Traffic will be guided through the construction area as work proceeds.

Southbound Route 20 traffic desiring to reach westbound Route 3 will detour by way of Paterson Plank Road and Route 17 to Route 3. The condition will continue for about 6 months.

In the construction area west of the Hackensack River there will be occasional delays to traffic resulting from movement of construction equipment across the highway. The condition will continue for about 6 months.

Route 80, Teaneck, Ridgefield Park, Bogota -- The detour at Teaneck Road between Arthur Street and Jasper Avenue will remain through December, 1963.

Route 80, Township of South Hackensack, Teterboro, City of Hackensack -- Huyler Street between North Street and Wesley Street is closed to traffic.

Traffic will be detoured from Huyler Street to Wesley Street to Green Street to North Street and back to Huyler Street.

Minor delays will occur on Hudson Street.

Route 95, Teaneck -- Fort Lee Road is detoured between Glenwood Avenue and the Overpeck Creek Bridge. Glenwood Avenue is detoured between Fort Lee Road and Cypress Street. The condition is the same as that which prevailed last week and it will continue until paving operations now underway are completed.

Bergen-Passaic

Route 80, Paterson -- Madison Avenue (Paterson) traffic has been detoured to permit the construction of Route 80 underpass. The detour will be in effect for six months.

(more)

1963
TRAFFIC CONDITIONS REPORT

Camden

Route 38, Pennsauken and Cherry Hill Townships -- Slight interference to traffic for next 2 months during roadway widening and the construction of interchanges at Browning Road and Cuthbert Boulevard. Traffic will be guided through the construction area.

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Route 168, Glendora to Blackwood -- Traffic reduced to one lane during sanitary sewer installation. No weekend or evening interference.

Essex

Route 21, Belleville -- Traffic will be guided through the construction area. The condition will continue until the end of 1963.

Gloucester

Route 45, Woodbury -- Minor delays during utility installations.

Hudson

Route 1, Jersey City -- During construction of barrier curb from 12th Street and 14th Street Viaduct to the vicinity of Hudson Boulevard minor delays may be expected to traffic traveling eastbound. Westbound traffic will be restricted to one lane. The condition will continue for one month.

Route 3, Secaucus -- Occasional delays to traffic in the area of the operations to widen the Turnpike Bridge while equipment moves in the construction area. The condition will continue until the end of 1963.

Traffic will be guided through the construction area on Route 3 between Tonnelle Avenue and the Paterson Plank Road. The condition will continue for three weeks. No interference after 4 p.m.

Hunterdon

Route 69 and 202, Raritan Township and Flemington -- Traffic will be restricted to one lane in each direction during construction of barrier curb. Caution should be exercised in areas where shoulders are being excavated. The condition will continue for one month.

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Middlesex

Route 18, East Brunswick and Madison Townships -- Minor interference may be expected throughout the construction area. Traffic will be reduced to 1 lane from Rues Lane to Main Street during paving operations. The condition will continue for 2 weeks.

(more)

1963
TRAFFIC CONDITIONS REPORT

Middlesex cont'd

New Street is now open from George Street to Route 18 and from George Street to Neilson Street. Some interference to traffic may be expected at Albany Street for the next three weeks.

Route 35, Laurence Harbor -- Occasional delays to traffic may be expected during the month of November during paving operations.

Monmouth

Route 9, Freehold -- Traffic will be guided through the construction area. The condition will continue until the end of 1963.

Route 35, Middletown -- Traffic will be restricted along Old Kings Highway and on Tindall Road during drainage installations. The condition will continue for one month.

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Morris

Route 10, Town of Whippany, Hanover Township -- During construction of barrier curb traffic on Route 10 will be restricted to one lane at various locations throughout the project. The condition will continue for about 5 months.

Route 15, Twp. of Rockaway, Twp. of Jefferson -- Movement of equipment and excavation operations

in the shoulder areas will restrict traffic. A jug handle will be opened to permit improved access to Picatinny Arsenal from the north.

Route 53, Mt. Tabor to Denville -- Minor delays during utility installations.

Somerset

Route 287, Bridgewater Township -- There will be a short detour for Route U.S. 202-206 traffic beginning near the Bridgewater Township Municipal Building for northbound traffic and near Green Knoll Tavern for southbound traffic in the vicinity of construction of the Route 287 inter-section. The condition will continue for 1 month.

Talamini Road, which runs from Routes 202-206 to Country Club Road has been closed temporarily while Talamini Road bridge is being built. The condition will continue for 2 weeks.

Route 287; Route U.S. 202-206, Bedminster -- Minor interference will result from movement of construction equipment along U.S. 202-206 between Pluckemin and Bedminster.

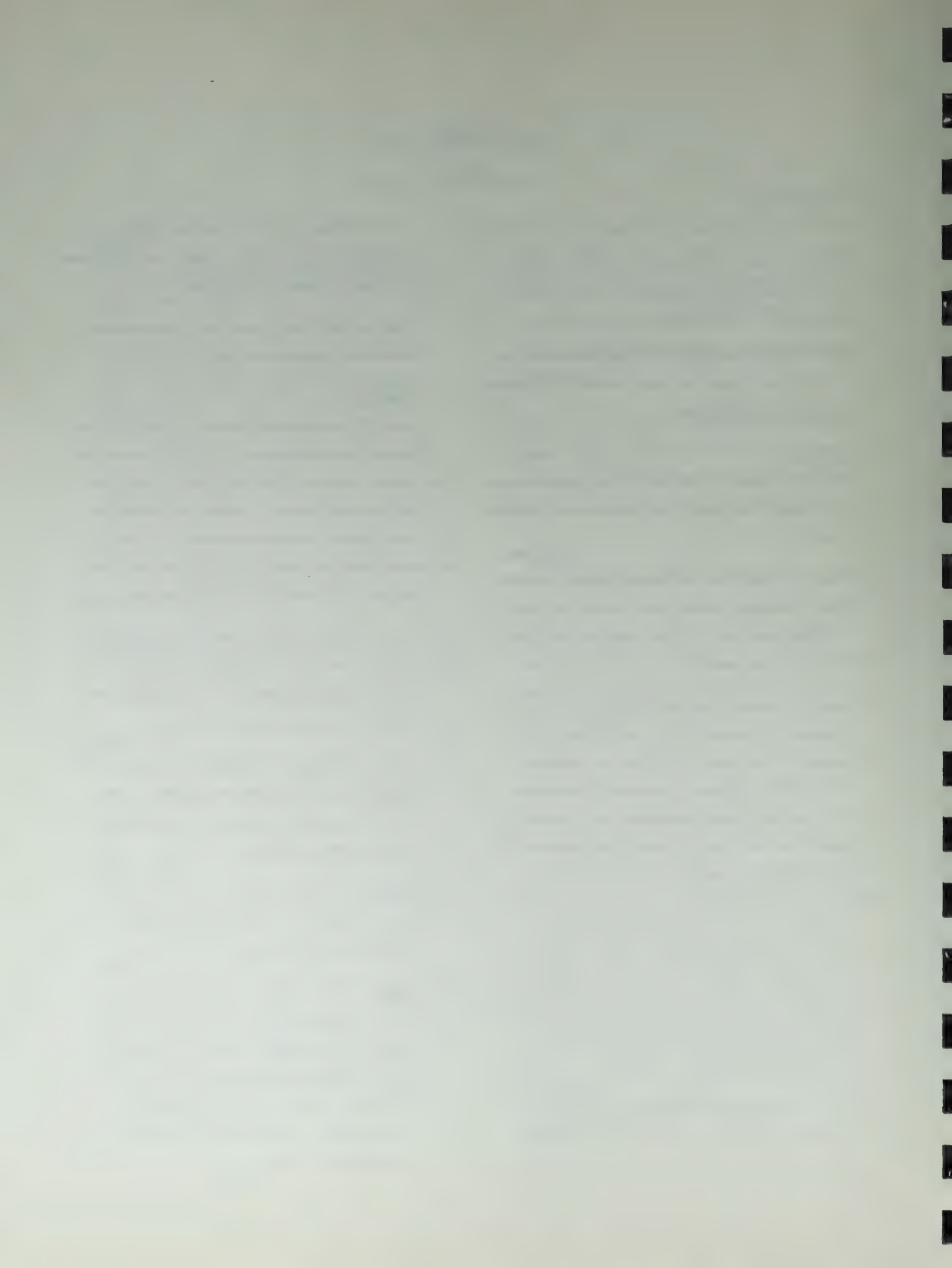
Union

Route 1, Linden -- Traffic will be reduced to two lanes during construction of turn slots.

Warren

Route 24, Lopatcong, Greenwich, Franklin, Washington -- Intermittent delays may be expected during resurfacing operations from Route 22 to Stewartville Road and from New Village to Lincoln Avenue. The condition will continue until the end of 1963.

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Woodrow Wilson Seminar
Policies and Politics of Transportation in the United States
Princeton University
November 21, 1963

Federal-State Relations and the Urban Highway Problem
by
Commissioner Dwight R. G. Palmer

Professor Danielson, Professor Bernstein, Gentlemen:

According to the beguiling letter of invitation concocted by Professor Danielson, he likes to expose his students to "able public executives" -- by inference, your humble servant. He must have thought to himself, "No public official can resist this approach." Well, maybe so - I'm here - but I wonder if maybe it wasn't a case of talking an unsuspecting buffalo into exposing himself to a pack of hungry wolves. You see, I've had some experience with graduate students before!

Be that as it may, the topic of our discussion today goes to the heart of some of the most critical domestic problems presently confronting the nation. Good transportation, which we in the New Jersey Highway Department define as the safe, swift and convenient movement of people and goods, is essential to the continued well-being of our free economy. The rebirth of our cities is equally vital.

The two go together. Our cities cannot regain their former importance without better transportation to and from the central

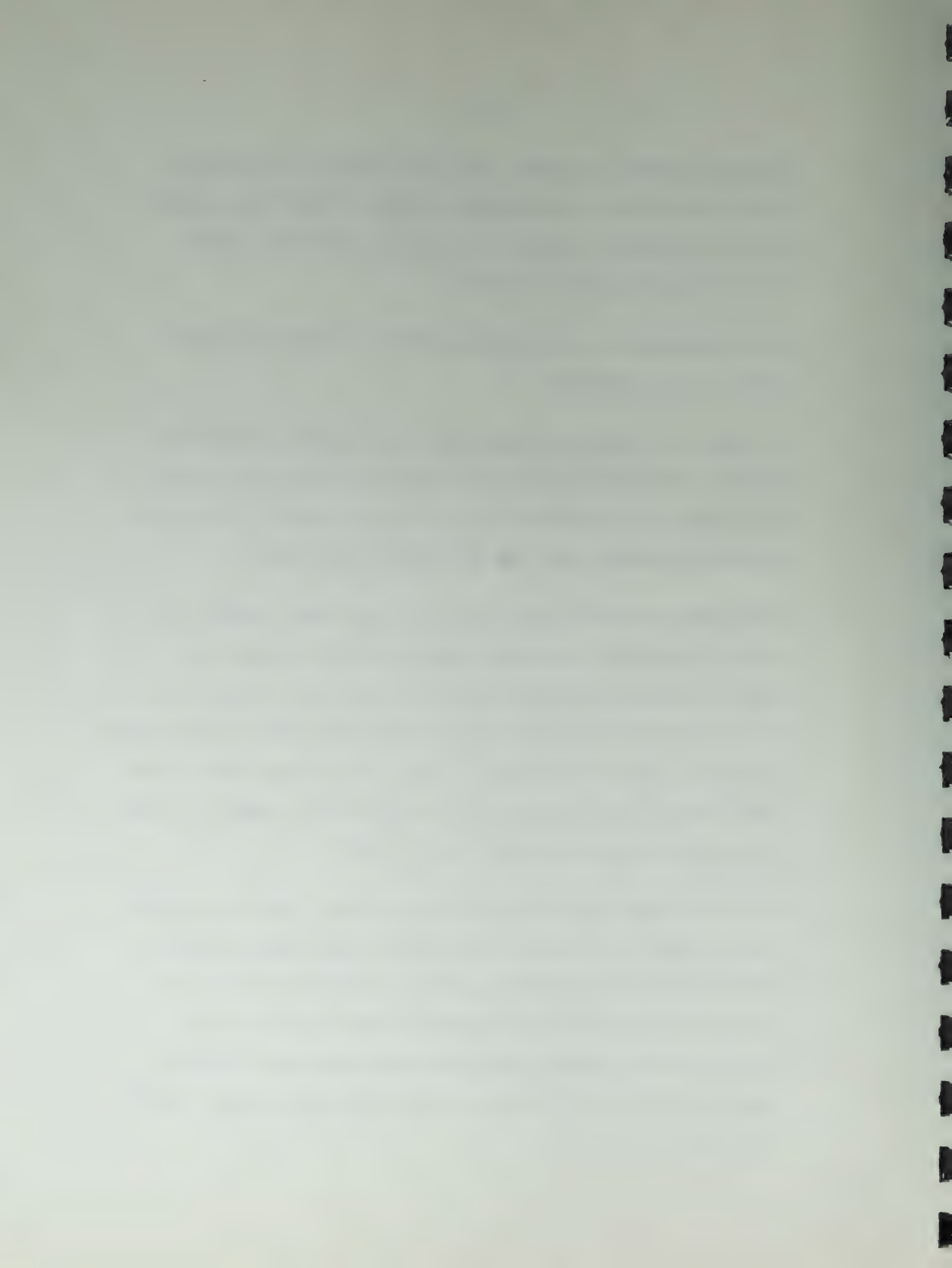
business district. The basic difficulties involve coordination among various levels of government, keeping in mind that what we need are practical, down-to-earth solutions. The prime mover in this endeavor must be the State.

Before discussing our own policies, allow me to give you just a little of the background:

Too many of our existing transportation facilities, particularly highways, are plainly inadequate to meet even the present need, to say nothing of the onslaught of future traffic demand. And nowhere are the deficiencies more critical than in urban areas.

The problems created by this situation are assuming alarming proportions throughout the country, but we feel that perhaps the biggest headaches of all are right here in our own backyard -- in New Jersey and the vast metropolitan areas of New York and Philadelphia of which so much of our State is a part. We are considered the most urban State in the nation and our records indicate beyond doubt that our highways carry the heaviest traffic load.

Now let me toss a little more pepper in the pot. Most of our older, larger centers of population have achieved their present stature without much benefit of planning for the situation they now face. And the same sort of haphazard growth is seen too often in our rapidly expanding suburbs, where local officials are struggling desperately to provide the services demanded by populations undreamt of 20 years ago.



Municipal officials and chambers of commerce, intent on gaining new business, still seem to have curious blind spots. I'm sure I could bring tears to your eyes by detailing the traffic problems presented by the construction of just one of the huge new shopping centers which are becoming such a commonplace feature of the landscape. And when you get a group of them near an already heavily traveled interchange -- such as at the intersection of Routes 4 and 17 in Paramus -- the situation beggars description. Local planning, in this field at least, still has a very long way to go.

That's only one aspect of growth. New Jersey, as you here at Princeton well know, is becoming known as the "research State." Many large and important installations have been located in this vicinity in recent years with more presently in the planning stage. These, in order to fulfill their function, must have better highways. Industry, moving out of the cities to less congested areas, demands better highways for its fleets of trucks. Commuters, too often failing to recognize the virtues of rail transportation, scream for highways.

But the old song still rings in our ears -- "not in my backyard."

So you have a situation in which the need is well recognized and a great many individuals and groups are busy urging the Highway Department to do something about it, however, usually at the other fellow's expense.

It seems impossible to make people realize that growth and change go hand-in-hand. No phase of our highway problem is more troublesome than the location of new routes. And it is a matter which affects all levels of government.

Perhaps the final ingredient in the "stew" in which we find ourselves is, to put it bluntly, the racial question. When we build a new road through a residential area inhabited mainly by Caucasians, the outcry is bad enough, but when we plan to go through a largely Negro area, resistance is encountered not only from those who are displaced, but also from those who fear they will wind up with an unwelcome neighbor. Sometimes, to our shame, there is reason to believe that most of the opposition stems from the latter group!

So, there you have a few aspects of our problem. The question is: What is being done about it?

The various State Highway Departments realized the seriousness of the situation many years ago, even before the advent of World War II. The National System of Interstate and Defense Highways, of which we hear so much today, was authorized almost 20 years ago, largely because of pressure from the States.

Recognition of, and planning for traffic demand has always outstripped the available cash with which to meet the need. This planning to date has been on a cooperative basis between the States and the U. S. Bureau of Public Roads. The vast 41,000-mile Interstate

System has been marked out, mile by mile, only after intensive study at both the State and Federal levels.

The relationship has been described as a "partnership." Well, no two partners are ever exactly equal and some weight has shifted from one side to the other and back again from time to time. Right now, many States feel that perhaps the Bureau is trying to exert too much control. I think it might be more accurate to say the Bureau is trying to exercise more control in order to avoid having Congress give the job to some other agency.

There are some facts which are too seldom recognized. Number One, the Federal Government does not build any State highway, including Interstate Routes. Number Two, the Bureau of Public Roads cannot determine a route location unless that location is first recommended by the State. Number Three, only the State Highway Department deals directly with the Bureau of Public Roads.

In other words, the Bureau of Public Roads can disapprove a route location if it feels the State's recommendations lack justification. The Bureau of Public Roads can also withhold Federal funds if it feels any phase of a highway project, from study to final construction, is contrary to Federal policy or regulations. But it cannot stop the State from building a road it does want, in any way it wishes, as long as Federal funds are not involved.

The States can have exactly what they want as long as they are willing to pay for it. The moment they allow the Federal Government

to pay 90 per cent of the cost of an Interstate Route, they must follow Federal criteria in the location, design and construction of that highway.

There's nothing wrong with this, but notice I said "Federal criteria", not "local". The standards promulgated by the Bureau of Public Roads have been painfully established over the years through close relationship with the American Association of State Highway Officials. Contrary to what its name might lead you to think, the members of this organization are the Highway Departments of the nation, not the individuals working in those Departments. And so the Federal criteria mentioned above have our full approval.

But sometimes these nationwide standards can't be stretched enough to cover all of the desires of some communities. It's not surprising -- the Highway Program was conceived in an effort to help meet our transportation needs, not to cover urban renewal, middle-income housing, "open spaces", the creation of industrial parks, recreational facilities, water supply, and a host of other factors which have somehow gotten into the act. Forty-one billion dollars -- the estimated cost of the Interstate System -- is a lot of money, but it won't, and shouldn't, cover everything.

Some local officials refuse to recognize this fact. Too often, in an effort to achieve political stature for themselves, they lend their influence to the efforts of comparatively small groups in opposing well-planned projects, and think nothing of insisting upon

changes which will add, for example, \$40 million to the cost of one project. In effect, they seek to have the Highway Program pay for the cost of civic improvements which the community is unwilling or unable to finance on its own.

And when it is pointed out that this additional cost cannot be justified on a transportation basis, they go over the head of the State directly to the Bureau of Public Roads. Failing of success there, they may contact a Member of Congress with pleas to "put on the heat."

Normally, the only tangible result is delay. There are several well-documented instances right here in New Jersey.

Take our largest city, Newark, for example. We have been working on the location and design of Interstate Route 78 through the southern part of the city to a connection with the New Jersey Turnpike at Port Street for more than five years. The business leaders of the community recognize the great need for this highway, and, we are convinced, so do the overwhelming majority of the citizens. But political influences have delayed this project to the point where even today we are unable to proceed with a major portion of the final design.

The large chart illustrates the problem. The State's recommended route, in red near the bottom, was first proposed to the Bureau of

Public Roads and approved more than two years ago. As you can see, it must connect with the Turnpike at a specific location and, incidentally, this interchange will be the largest on the entire Interstate System and cost more than \$20 million. This location, adjacent to Newark Airport, presently carries the second heaviest traffic load in the State.

Shortly after the alignment was first approved, the Bureau was inspired by the efforts of some Congressman to withdraw the approval, and to make an intensive study. The result -- reaffirmation of our recommendation. Then there was a change in the City Administration and, due to intense opposition in the so-called Weequahic Park area, near the Irvington border, the new leaders insisted upon a complete re-evaluation of the situation.

The blue line near the top of the chart shows the latest alignment proposed by the City of Newark. As you can see, there is a wide disparity between the two. And the cost differential is some \$40 million. To that can be added the fact that our Port Street interchange -- vital to the modernization of Newark Airport -- would be completely unworkable.

Faced with this situation, we again re-studied the problem in detail and finally came up with a modification which would shift part of the line, near the west, from within Newark to right along the Newark-Irvington border. This can be accomplished, however, only at the

cost of eliminating some industrial property in Irvington. The price of the overall route will rise \$6 million. And the unfortunate part of it is that we must now hold another public hearing on the modification.

The opportunities for further delay are enormous, but they must be avoided. Every day that this new route is delayed costs the people of this State hundreds of thousands of dollars in road user benefits, and, more than that, we must consider the accident toll on the existing Route U. S. 22.

Added to the Route 78 situation, we have Route 75, the Midtown Connector you see running vertically on the chart. This passes through or close to Newark's planned urban renewal projects, the red and orange areas. Coordination is obviously essential.

A major "human element" throughout the long discussion of these highways has been the displacement of families. Many of them are colored, and there is the question of where they are to find new homes. It appears that programs to provide the needed housing have lagged behind the highway program.

While we cannot solve the city's housing problems by moving the highway, we are anxious to provide every aid we can. We will extend as much help as possible to every displaced family under our Advisory Relocation Assistance Program. We will also pay a substantial portion of moving costs.

And, in addition, we will do our best to work out a suitable time schedule with the Housing and Home Finance Agency. To this end, a meeting has been set up with HHFA officials early in December to discuss this project prior to scheduling the public hearing.

Similar problems confronted us for about three years on the alignment of Route 287 through Morristown. The alignment was only approved this year after exhaustive study at both the State and Federal levels. Here the rallying cry of the opponents was that we would damage Washington's Headquarters, although you can see from the model that this is not the case.

This situation required discussions at the Cabinet level in Washington before a decision was reached, and even today we hear statements that the dispute will be carried right to the White House. Believe me, experience proves that these problems cannot be solved in such a manner.

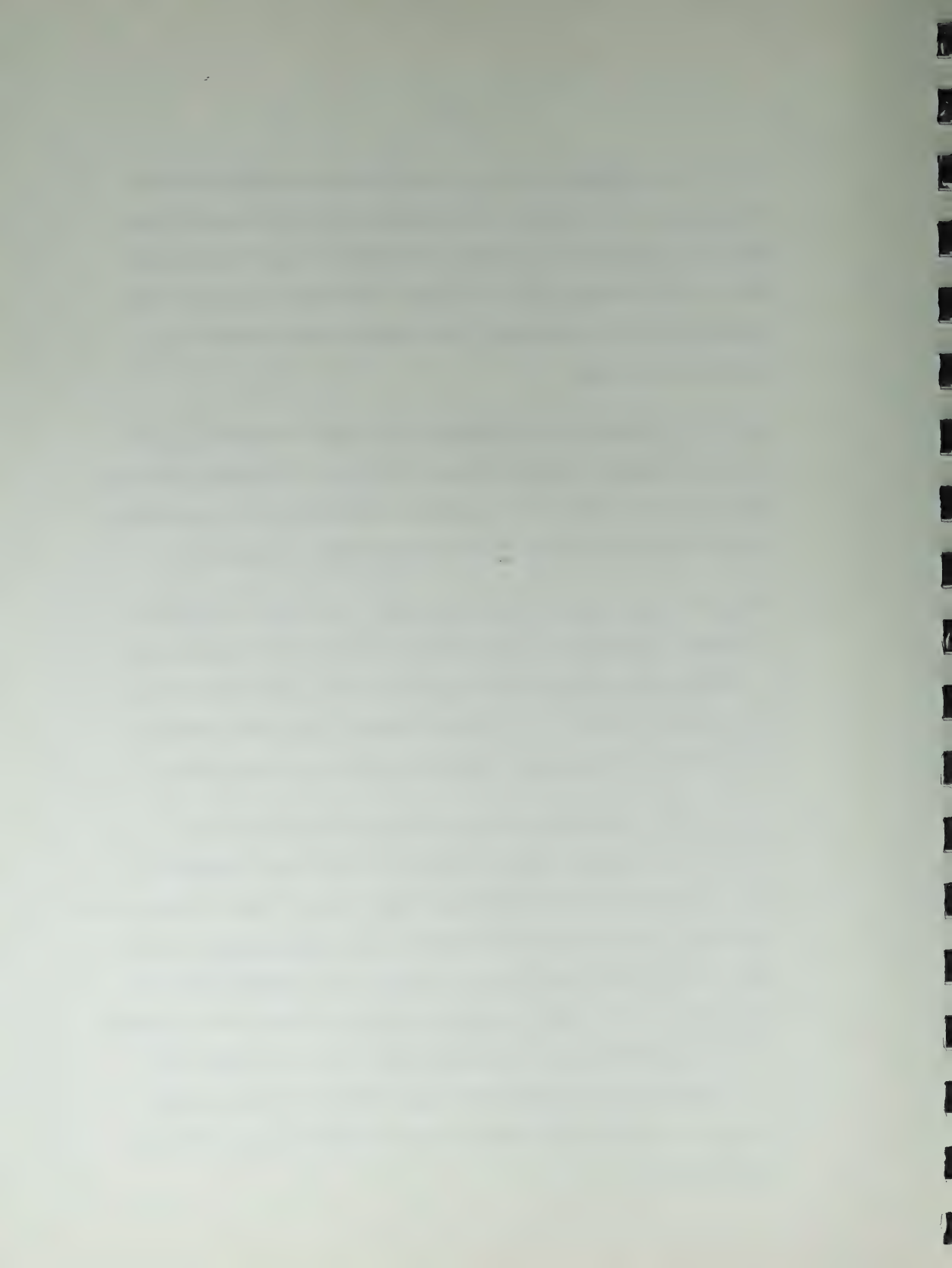
Likewise, we are still struggling to work out an alignment of Route 440, a non-interstate freeway, with the City of Perth Amboy. Here, unless a decision is reached quickly, the municipality will be swamped by traffic coming off the new Narrows Bridge. What must be realized is that the highway cannot be built without destroying some existing property, and that our goal is to achieve the best service to the area at reasonable cost with the least possible disturbance.

All of these problems point up the need for good working relationships between the State and its municipalities on the one hand, and between the State and the Federal Government on the other hand. The State is the natural "agent" for those communities who benefit from Federal grant-in-aid programs. This goes for areas other than transportation, also.

Likewise, the States must coordinate and direct the efforts of the numerous inter-State agencies, such as the Port of New York Authority and the Delaware River Port Authority, established with Congressional consent to handle problems which transcend State boundaries.

Transportation today is a regional matter. It cannot be handled on the basis of favoring one Municipality or County over another, or by treating any political boundary as if it were a natural barrier to the flow of traffic. The constant driver between New Jersey and Pennsylvania, for example, demands the services of both States.

It is for this reason that we have engaged in the Penn-Jersey Transportation Study and have joined with New York and Connecticut in the Tri-State Transportation Committee. Both of these organizations, and the new ones being formed to provide continuing planning in other urban areas of the State, make due provision for representation by local governments. That is a requirement of the 1961 Federal Highway Act and we subscribe to it wholeheartedly. But it is significant that the direction for this continuing, coordinated comprehensive planning is placed in the hands of the State Highway Department by the Federal law.



In spite of all this, there are those who maintain a change in the "balance of power", if you will, is required. The State Highway Departments and the U.S. Bureau of Public Roads aren't doing so well, they say, and somebody else should take over. For example, why not dump the whole problem in the hands of metropolitan planning agencies? Or perhaps give some other Federal unit a veto over the Bureau of Public Roads? At the very least, these hard-headed highway engineers with their slide-rule minds always busy with the dollar sign have got to realize that planning is the thing today, and that we can't just think of highways in terms of transportation.

From our point of view, this kind of approach isn't going to get any of us anywhere. Planning is the heart of our work, and you'd be surprised how much free talent the Highway Departments of the nation make available in this respect, but we believe in the kind of planning which produces action, not idealistic dreams which are beyond practical reach. And we believe in the kind of coordination and cooperation which produces decisions, not time-consuming review by so many agencies that the job never gets off the ground. The best committee is still composed of two members, of which one is absent.

Our policy is to provide the best transportation available, utilizing all modes of travel. We desire no competition between rails and rubber, but are striving to place them both in harness, working as a team.

To carry out this policy, we feel that Municipalities and Counties should seek decisions from one State agency, the Highway Department, and that the Highway Department, in turn, should look to only one Federal agency, the Bureau of Public Roads, for approval of its programs. In no other way can we make significant progress.

I might remind you that this has nothing to do with individuals or personalities. If the people are dissatisfied with performance at any level of government, they have the power to make a change.

Allow me to close on a slightly different aspect of our operations. I noticed that some of the source material provided you dealt with various instances of dishonesty in the Highway Program.

There is no doubt whatsoever that this has existed, and exists today, somewhere. All we can do is combat it with every resource at our command, recognizing that some individuals will go wrong no matter what their line of work may be.

In New Jersey, the Highway Department has been investigated by experts over a period of years, including the Blatnik Committee, and too date we have emerged with a clean bill of health. You may have noticed the absence of our State from Mr. Brinkley's roll call.

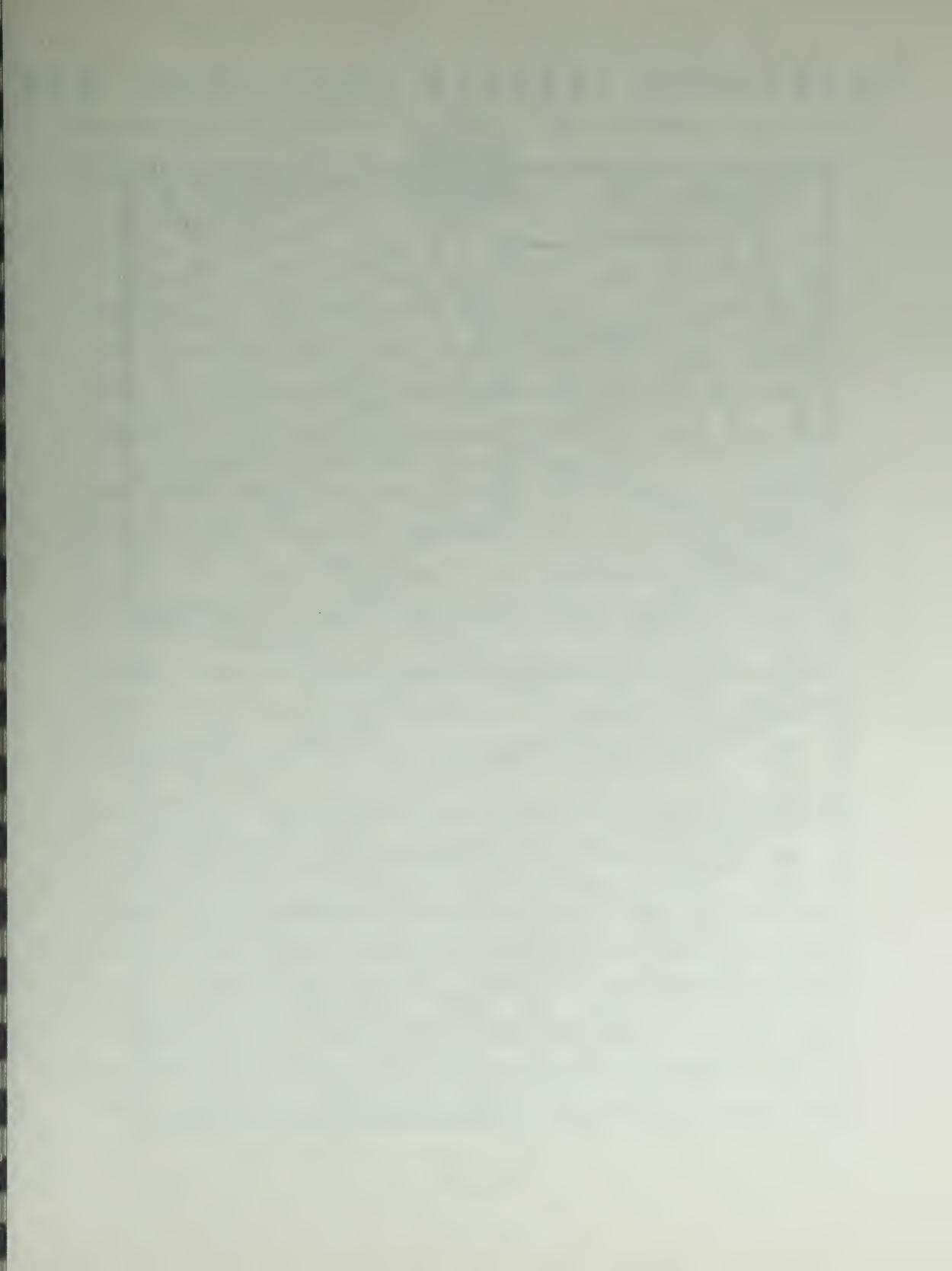
That is not to say we think we are perfect. Far from it. In fact, our policy is to do our own investigating and catch our own crooks before somebody else beats us to it. To accomplish this, we have

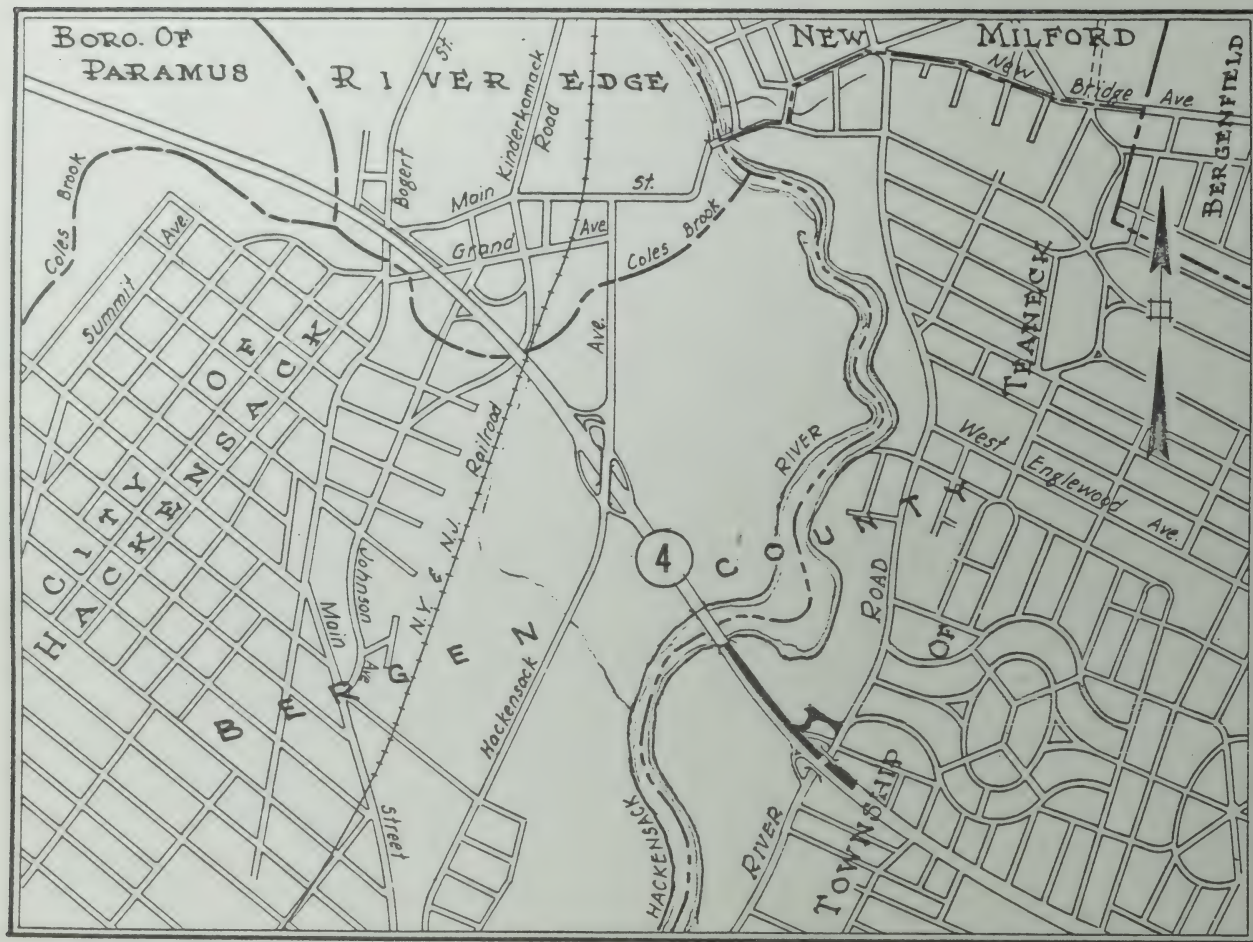
our own staff of trained investigators continually inspecting the operation, from top to bottom, and we have detected and gotten rid of some individuals who were profiting dishonestly by their employment. This sort of thing will occur again in the future, I am certain, and our only recourse is constant vigilance.

The highway business is big business, demanding far more in the way of management talent today than it did a few years ago. We need planners, engineers, research specialists and technicians of every description. But more than that, we need administrators who know the problem and have the guts to make decisions and carry them out in the face of almost certain disapproval from some quarters.

Harry Truman once said, "If you can't stand the heat, stay out of the kitchen." Government today needs men who can stand the heat and who won't let it dry up their energy and willpower. Maybe some of you are looking forward to careers in government. Let me warn you -- it's a life of continual struggle and strife, but it's worth it.

Thank you.





BUREAU OF PUBLIC INFORMATION
NEW JERSEY STATE HIGHWAY DEPARTMENT

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RELEASE UPON RECEIPT



1963
Route 4 - BIDS
Township of Teaneck
Bergen County

Trenton, Nov. 21 - The New Jersey State Highway Department today announced a low bid of \$158,358.16 was received from Franklin Contracting Co., Little Falls, on a project for revision of the connecting ramp northwest of the intersection of Route 4 and River Road in the Township of Teaneck, Bergen County.

Other bidders on the project were: Geo. M. Brewster and Son, Inc., Bogota, \$168,828.16; Peter W. Kero, Inc., Carlstadt, \$172,418.95; Ufheil Construction Co., Inc., New Milford, \$173,735.61; J. Turco Paving Contractor, Inc., Kearney, \$179,659.40 and Samuel Braen Construction Co., Wyckoff, \$184,240.51.

The ramp connects westbound Route 4 and River Road. Limits of the work will be between River Road and the Hackensack River. The improvement is proposed to accommodate increased traffic volumes at the intersection.

The proposed ramp revision will enclose the area northwest of River Road which includes the existing ramp and the parking lot located north of the ramp.

Westbound Route 4 presently consists of a ten inch thick concrete pavement about 35 feet in width between the center barrier and the vertical curb bordering the roadway. The roadway will be widened sufficiently to provide for a new acceleration lane for traffic entering westbound Route 4 from the new ramp. Route 4 will continue to carry 3 lanes of traffic in each direction through the River Road intersection.

(more)

1963
Route 4 - BIDS
Township of Teaneck
Bergen County

The widened portion of Route 4 will consist in part of subbase 12 inches thick and an 8 inch thickness of bituminous concrete base course. The entire width of the westbound roadway will be resurfaced with a three inch thickness of bituminous concrete.

Traffic between westbound Route 4 and the River Road will continue to move in the same general pattern except that the intersection of the ramp and the road will be located about 400 feet north of the present location. The new ramp will carry two lanes of traffic in each direction between Route 4 and River Road and will consist of subbase 12 inches thick, a seven inch thickness of macadam base course or of bituminous stabilized base course and a bituminous concrete surface 3 inches thick. White concrete vertical curb will border the ramp.

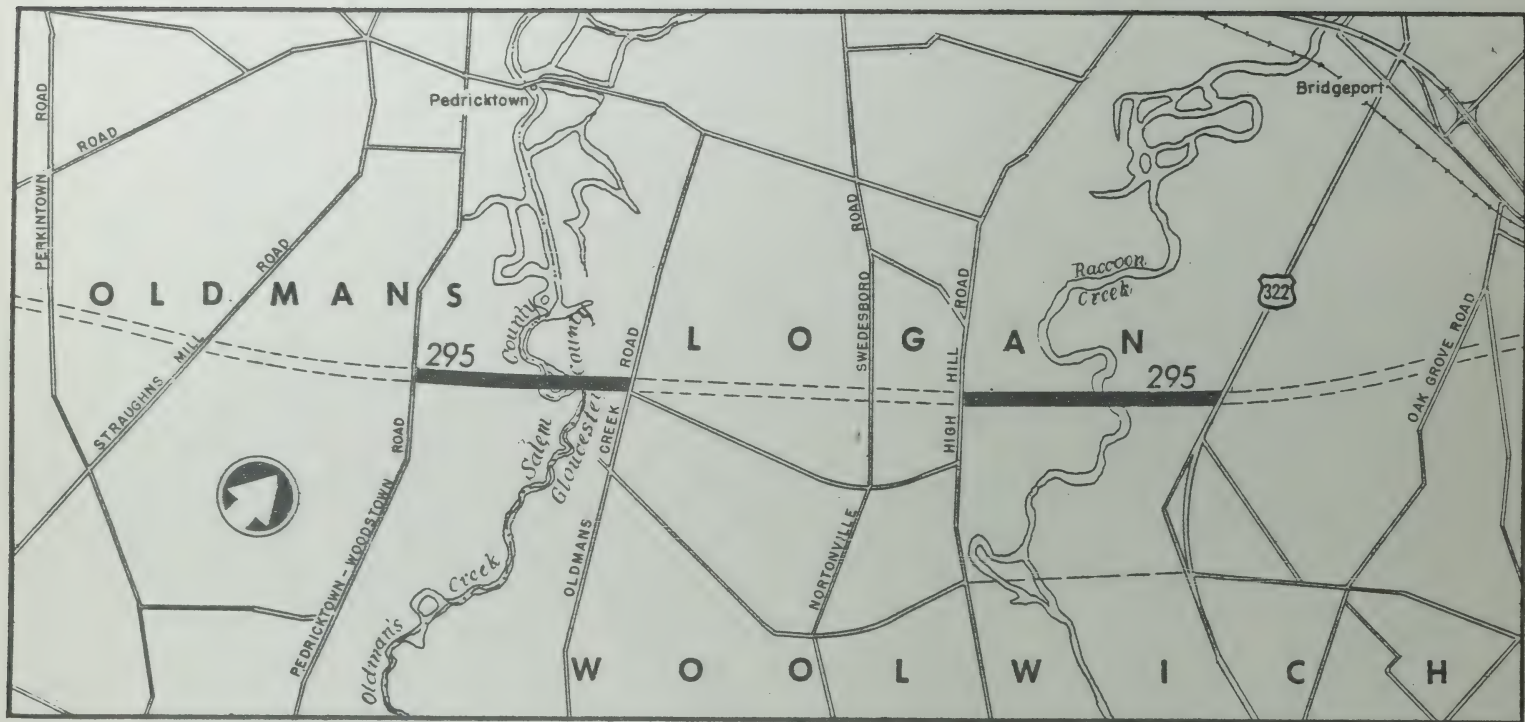
The existing ramp connecting eastbound Route 4 and River Road will remain the same.

The new ramp will be located to permit use by traffic entering and leaving Fairleigh-Dickinson University.

East of River Road the highway will be widened on the westbound side to provide space for a bus stop. Steps will be built for pedestrians between the bus stop and River Road.

Costs of the project, which is expected to take about 40 working days to complete, will be paid by the New Jersey State Highway Department. All bids will be reviewed before a contract is awarded.





NEW JERSEY STATE HIGHWAY DEPARTMENT

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RELEASE UPON RECEIPT

1963

Interstate Route 295 - BIDS
Logan Twp., Gloucester County
Oldmans Twp., Salem County

Trenton, November 21 - The New Jersey State Highway Department today announced a low bid of \$2,856,900.30 was received from S.J. Groves and Sons, Co., Woodbridge on a project for construction of two new portions of Interstate Route 295 in Salem and Gloucester Counties.

Other bidders on the project were: American Dredging Co., Philadelphia, Pennsylvania, \$2,998,977.64; C. J. Langenfelder and Son, Inc., Baltimore, Maryland, \$3,941,336.13.

Approximately one mile of the new superhighway will be graded from Woodstown Road in Oldmans Township, Salem County to Oldmans Creek Road in Logan Township, Gloucester County.

Another 1.2 miles will be graded from High Hill Road to Route U.S. 322 in Logan Township.

Drainage facilities will be installed along both segments, and the contract will also provide for construction of high-level bridges over Oldmans and Raccoon Creeks. The wet excavation, refill and construction of the roadway embankments in the vicinity of the two stream crossings is also part of the contract.

The stabilization of the Oldmans Creek and Raccoon Creek swamp crossings will require extensive operations, during which the bridge construction

(more)

1963

Interstate Route 295 - BIDS
Logan Twp., Gloucester County
Oldmans Twp., Salem County

will be in progress. It is anticipated that paving between Deepwater and Bridgeport will be accomplished in two or three contracts as rapidly as stabilization in the swamp permits.

Plans for Interstate Route 295 generally provide for a dualized superhighway having two lanes of traffic in each direction, on 25 foot wide roadways separated by a variable width grass median. Work on the latest contract with the Federal Government paying 90 per cent of the cost, is to be completed by April 30, 1965. All bids will be reviewed before a contract is awarded.

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64-I-24

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RELEASE UPON RECEIPT

1963

TRAFFIC REGULATION

Route 57

Hackettstown

Warren County

Trenton, Nov. 21 - The New Jersey State Highway Department today announced new parking regulations are now in effect in Hackettstown, Warren County.

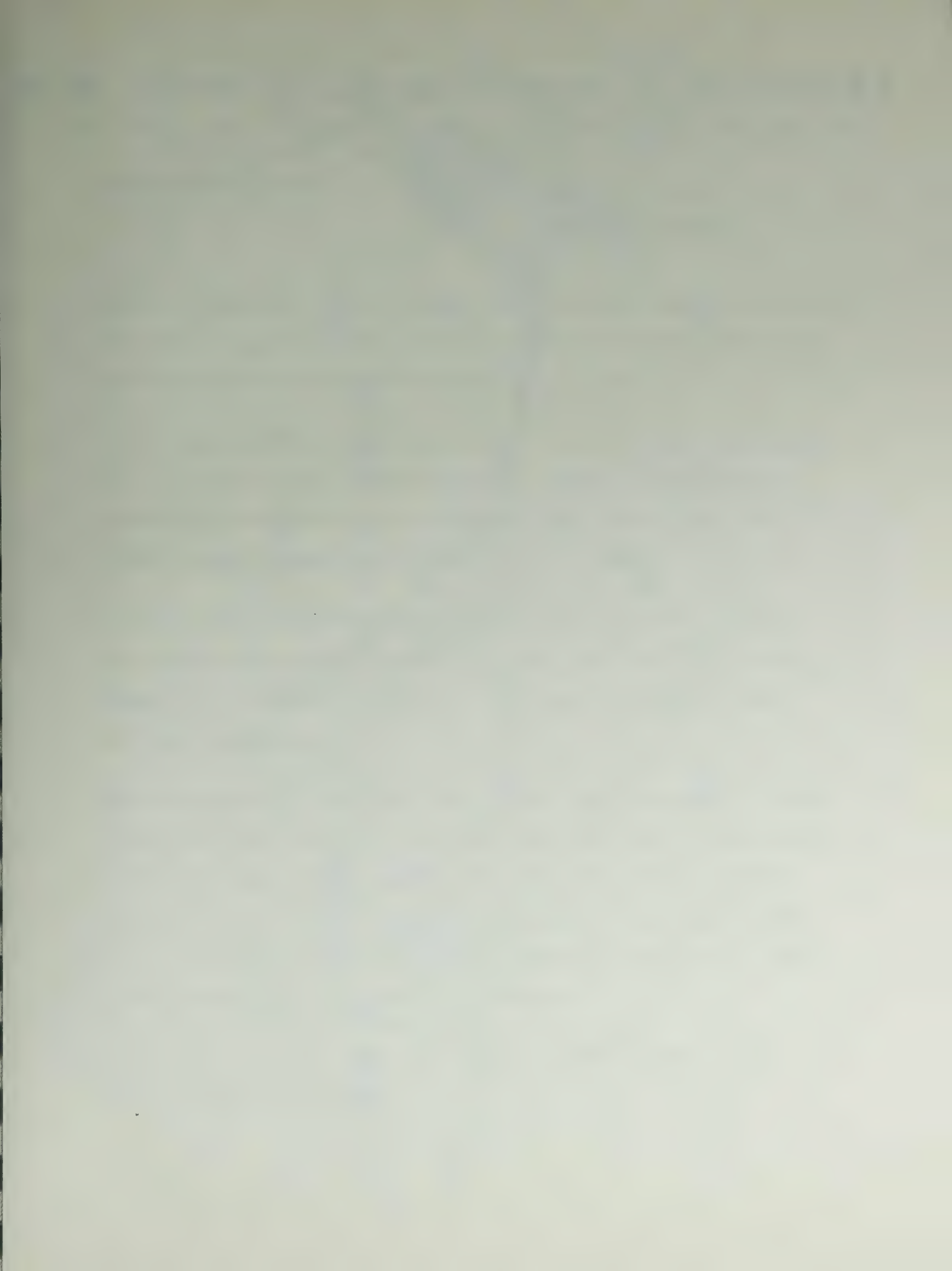
Stopping or standing will be prohibited at all times:

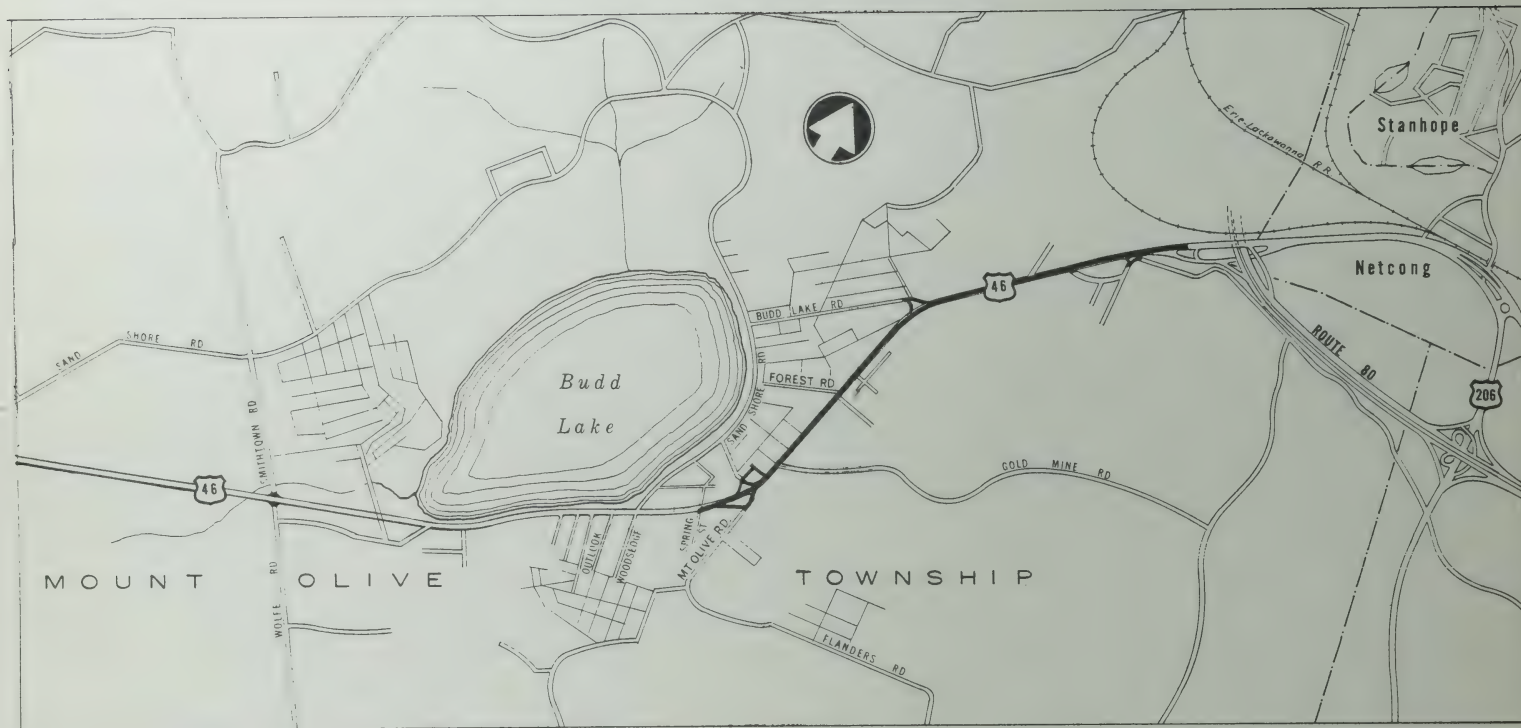
Along the westerly (southbound) side of Route 57 between
the intersections of Route U.S. 46 and East Avenue.

This new regulation replaces a municipal ordinance that had been in effect with the approval of the Highway Department.

RP-63-43

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RELEASE THURSDAY P.M.'s



1963

ROUTE 46 - ADV
Mount Olive Township
Morris County

Trenton, November 21 - The New Jersey State Highway Department today announced bids will be received December 12 for improvement of a portion of Route 46 in the Budd Lake area of Morris County.

The 1.87 mile project, which will consist of the widening and resurfacing of the existing roadway, extends from Spring Street in a northeasterly direction to an intersection with Interstate Route 80 at a point east of Wills Creek in Mount Olive Township.

At present, one lane of traffic is carried in each direction, northbound and southbound, on a roadway 20 feet wide which has a bituminous concrete surface on a reinforced concrete base. Bituminous shoulders now border the roadway on each side.

The roadway will be widened to 46 feet and will carry two lanes of traffic in each direction. The foundation of the widened portions of the improved roadway will consist of subbase 14 inches thick, macadam base course 6 inches thick and bituminous stabilized base course 4 inches thick. The surface of the roadway will be bituminous concrete 3 inches thick. White concrete vertical curb will border the pavement.

The bridge carrying the highway over Black Brook will be extended to permit widening of the roadway.

(more)

1963
ROUTE 46 - ADV
Mount Olive Township
Morris County

A left turn jug handle will permit northbound Route 46 traffic to reach southbound Mount Olive Road or to cross the highway to reach the portion of Mount Olive Road north of the highway.

A left turn jug handle for southbound Route 46 traffic will extend to Mount Olive Road through Anderson Place permitting highway traffic to reach both directions of Mount Olive Road.

Improvements will be made at the intersections of Route 46 with local roads to facilitate traffic movement.

The turnaround and connecting road at Budd Lake-Netcong Road will be of variable width and will consist of subbase 12 inches thick, macadam base course 6 inches thick and a bituminous concrete surface 3 inches thick. White concrete vertical curb will border the road.

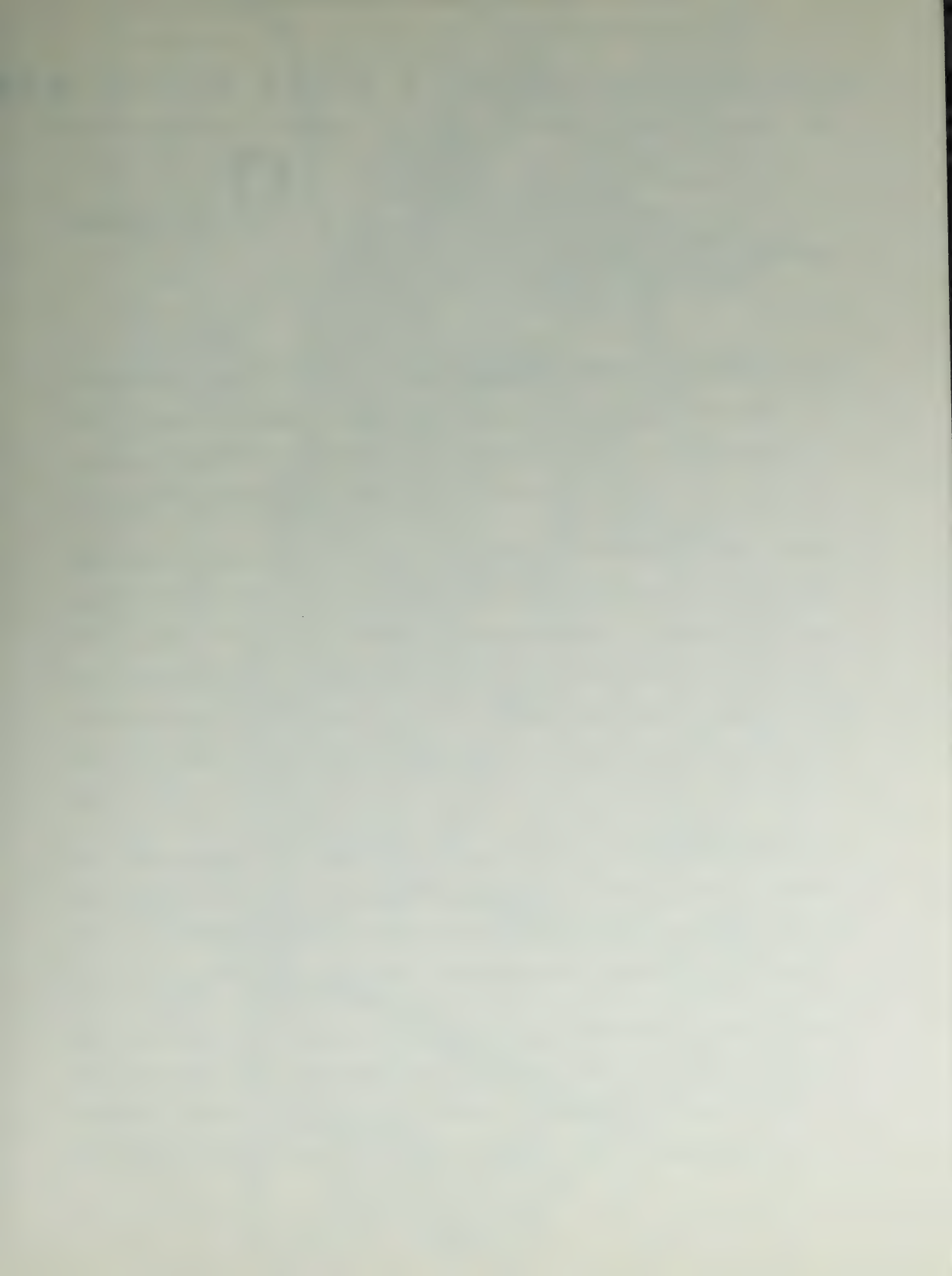
The bridge carrying the highway over Wills Creek will be extended to permit widening of the roadway.

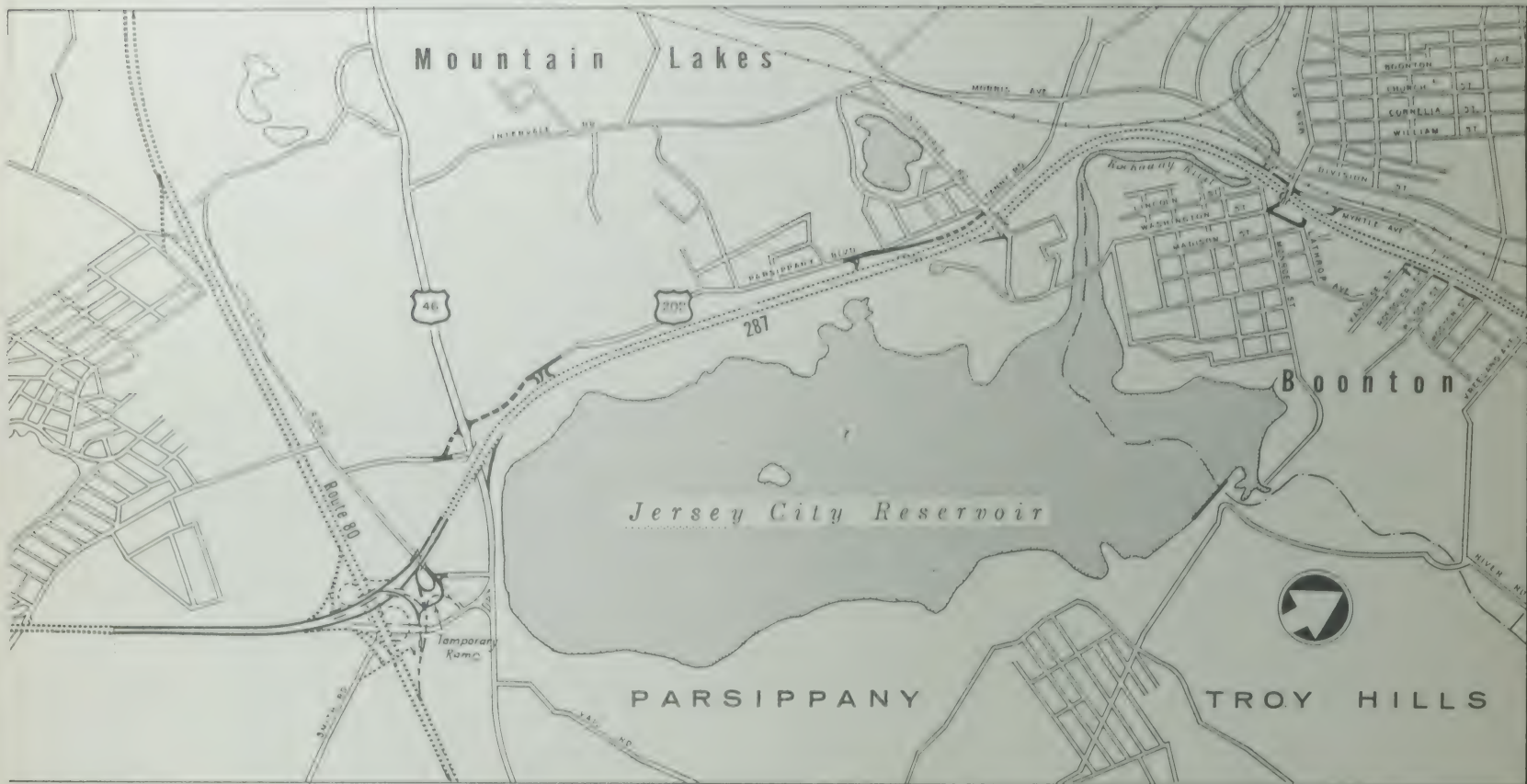
In the area of the intersection with Interstate Route 80 in Netcong, connections between the Interstate Route, Route U.S. 206, Route 10 and Route 46 are now available.

Costs of the project, which is expected to be completed by December of 1964, will be paid entirely by the New Jersey State Highway Department. All bids will be reviewed before a contract is awarded.

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46,5B,6A
63-N-49





NEW JERSEY STATE HIGHWAY DEPARTMENT

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RELEASE THURSDAY P.M.'s

1963

Interstate Route 287 - ADV
Interstate Route 80 Interchange
Parsippany-Troy Hills
Morris County

Trenton, Nov. 21 - The New Jersey State Highway Department today announced bids will be received December 12 on a project for the construction of another portion of Interstate Route 287 at the proposed intersection with Interstate Route 80 in Parsippany-Troy Hills, Morris County.

Completion of the proposed project, which will be slightly more than a mile in length, will directly link the existing Route U.S. 202 Freeway portion of Interstate Route 287 and the northerly sections of Route 287 between Route U.S. 46 and the intersection with Route U.S. 202 in Montville Township, which are now under construction. Construction of the interchange at this time will allow Route 287 traffic loads to move freely through the area during construction of Route 80 in this vicinity.

Two lanes of Route 287 traffic will be carried in each direction, northbound and southbound, on pavement consisting of subbase 12 inches thick and a reinforced concrete surface 9 inches thick bordered by bituminous concrete shoulders of variable width. A variable width grass median will separate the roadways.

Connecting ramps will enable northbound Route U.S. 202 Freeway traffic to reach the southbound lanes of freeway and to connect with westbound Littleton Road. Northbound freeway traffic will also be able to connect with Route U.S. 46. Route 46 traffic will be able to reach westbound Littleton Road.

(more)

1963

Interstate Route 287 - ADV
Interstate Route 80 Interchange
Parsippany-Troy Hills
Morris County

Eastbound traffic on Littleton Road will connect to the northbound lanes of the freeway through a connecting ramp to be built in the area east of the freeway and south of Littleton Road.

A portion of Littleton Road will be rebuilt to carry two lanes of traffic in each direction on a roadway consisting of subbase 12 inches thick, macadam base course 7 inches thick and a bituminous concrete surface 3 inches thick bordered by white concrete vertical curb.

New structures to be built as part of the project will include:

1. A bridge to carry the southbound lanes of Route 287 over a connecting ramp from Route 80 which will be built as part of the future Route 80 construction.
2. A bridge to carry the southbound lanes of Route 287 over the proposed mainline of Route 80.
3. A bridge to carry the connecting ramps between relocated Smith Road over the northbound lanes of Route 287 to a connection with the southbound lanes.
4. A bridge to carry Route 287 southbound lanes over Littleton Road.
5. A bridge to carry Route 287 northbound lanes over Littleton Road.

This will be the first project for the construction of Route 287 through the Route 80 interchange area. Future work will include construction of complete

(more)

1963

Interstate Route 287 - ADV
Interstate Route 80 Interchange
Parsippany-Troy Hills
Morris County

interchange facilities between the two superhighways as well as facilities for local road connections.

Construction will be performed in stages and phases permitting the establishment of detours enabling traffic to connect freely between Route U.S. 202 Freeway and Route U.S. 46.

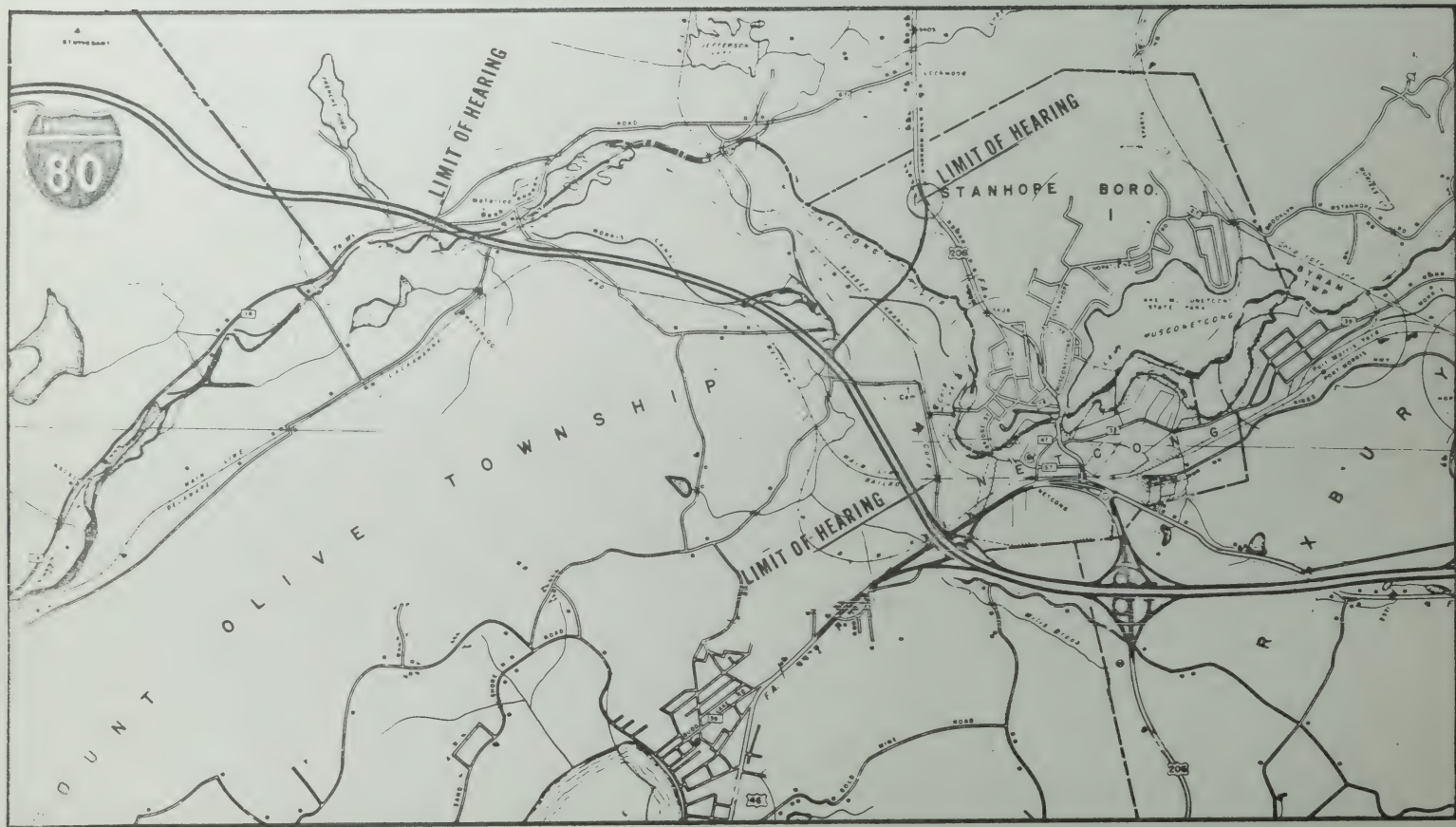
Ninety percent of the cost of Interstate Route construction in New Jersey is paid by the Federal Government while the remaining ten percent is paid by the State Highway Department.

The project is expected to take 250 working days to complete. All bids will be reviewed before a contract is awarded.

287,11A,12C
64-I-21

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RELEASE THURSDAY P.M.'s



1963

Interstate Route 80 and
Route U.S. 206 Connection
Waterloo, Borough of Stanhope
Sussex County
Mt. Olive Township, Borough of
Netcong
HEARING

Trenton, November 21 - The New Jersey State Highway Department today announced a public hearing will be held Monday, December 23 to explain plans for construction of a portion of Interstate Route 80 in Morris and Sussex Counties.

The hearing will begin at 10:30 a.m. in the auditorium of the Netcong High School.

State Highway Department engineers will present Departmental plans covering about 2.6 miles of Interstate Route 80 extending eastward from the vicinity of Waterloo, Sussex County to an intersection with Route 46 in Mount Olive Township, Morris County.

The proposed alignment of the superhighway would place it north of the Delaware-Lackawanna and Western Railroad curving in a southeasterly direction approximately along the line of the railroad.

An interchange would be built on Route 80 about one half mile north of the intersection with Route 46. From the interchange a connecting road would extend over a distance of nearly one mile from Route 80 northeast to a connection with Route U.S. 206 in the Borough of Stanhope, Sussex County. This connecting road would provide a by-pass for through traffic around the Netcong-Stanhope area.

1963

Interstate Route 80 and
 Route U.S. 206 Connection
 Waterloo, Borough of Stanhope
 Sussex County
 Mt. Olive Township, Borough
 of Netcong
 HEARING

The area to be covered at the December 23 session is the last section of the route to be discussed at a public hearing. The remainder of the 68-mile, \$291 million stretch of Interstate Route 80, is now either completed, under construction, or in the process of final engineering.

West of the area to be covered by the public hearing, a 21-mile stretch of the Route was the subject of a hearing in late 1962, and a 5-mile section of the former Route 611 freeway between Columbia and the Delaware Water Gap has been incorporated in the Interstate route as opened to traffic.

The easterly end of the December 23 hearing area adjoins a 13-mile stretch of the highway between Netcong and Denville that is now opened for traffic. The final engineering is being carried out on a 20-mile stretch of the route between Denville and West Paterson with construction in that area planned to get under way next year from West Paterson easterly, the balance of the route (9.5 miles) is currently under construction with completion anticipated early next year.

Interstate Route 80 is part of the Federal Government's proposed 41,000-mile network of interstate and defense highways intended to connect major metropolitan areas in all 50 states. In New Jersey, 368 miles of these routes will be built at an estimated cost of \$1.4 billion. In New Jersey Interstate Route 80 extends from a junction with Route 95 in Teaneck, Bergen County westerly to the Delaware Water Gap, Warren County. The Federal

Government will pay 90 per cent of its cost.
 80, Sec. 1
 Hearing

#####

BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton



TUxedo 2-3000 - Ext. 431-432

RELEASE UPON RECEIPT

1963
PARKING REGULATION
Route 28
Borough of Somerville
Somerset County

Trenton, November 19 - The New Jersey State Highway Department today announced new no-parking regulations are in effect along Route 28 in the Borough of Somerville, Somerset County.

Due to a new traffic signal now located on Route 28 at the intersection of Main Street and North and South Gaston; stopping or standing is prohibited at all times:

Along both sides of Route 28 (Main Street) between the west curb line of Gaston Avenue to a point 200 feet west thereof.

Along both sides of Route 28 (Gaston Avenue) between the north curb line of Main Street to a point 180 feet northerly thereof.

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RP-63-45

BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

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RELEASE UPON RECEIPT

1963
TRAFFIC REGULATION
Route 18
City of New Brunswick
Middlesex County

Trenton, November 19 - The New Jersey State Highway Department today announced new no-parking regulations are now in effect along Route 18 in the City of New Brunswick, Middlesex County.

At the request of the City of New Brunswick, the following locations have been designated as bus stops, where stopping or standing is prohibited at all times:

Along the southerly (eastbound) side of Route 18 (Burnet St.).

A. Far side bus stops.

1. New Street
2. Commercial Avenue

B. Near side bus stops.

1. Church Street

C. Mid-block bus stop.

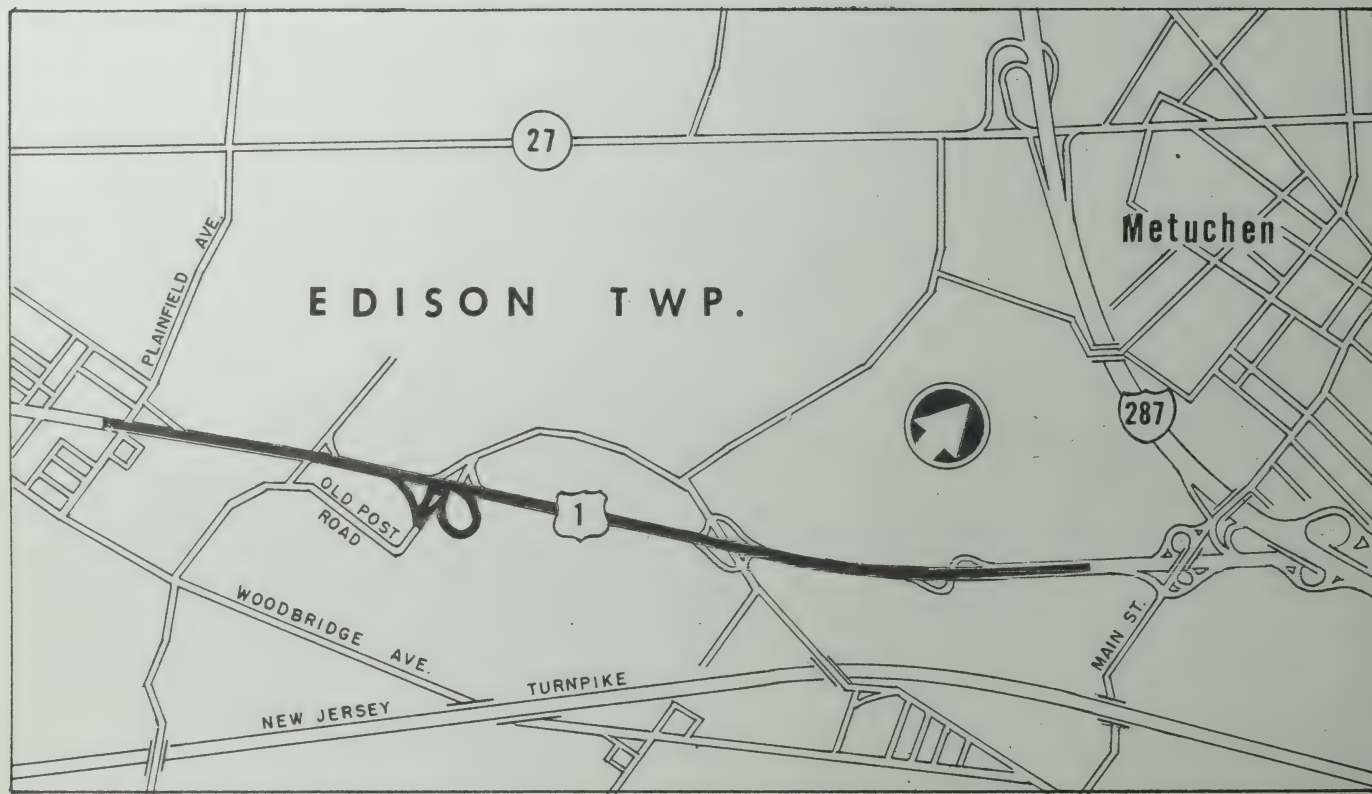
1. Beginning 125 feet east of Paulis Blvd.

All far side bus stops are 105 feet in length, all near side bus stops are 120 feet in length. The mid-block bus stop is 130 feet in length.

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

TUxedo 2-3000 - Ext. 431-432

RELEASE TUESDAY P.M.'s



1963
Route U.S. 1
Edison Township
Middlesex County
Public Hearing

Trenton, Nov. 19 - The New Jersey State Highway Department today announced a public hearing will be held Thursday, December 19 to explain plans for improvement of a portion of Route U.S. 1 in Middlesex County.

The hearing will begin at 10:30 a.m. in the Council Chambers, Edison Township Municipal Building located at the corner of Plainfield Avenue and Woodbridge Avenue.

Highway Department engineers will explain plans for widening and resurfacing Route U.S. 1 from the intersection with Interstate Route 287 southward nearly 2.5 miles to Plainfield in Edison Township.

The proposed work will provide 3 traffic lanes in each direction, northbound and southbound separated by concrete barrier curb. A new jug handle will be built for northbound Route U.S. 1 traffic at Old Post Road.

U.S. 1
63-P-2

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BUREAU OF PUBLIC INFORMATION

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1035 Parkway Ave. Trenton



TUxedo 2-3000 - Ext. 431-432

RELEASE UPON RECEIPT

1963

ROUTE N.J. 5 - COMPLETION
Edgewater, Bergen County

Trenton, November 18 - The New Jersey State Highway Department today announced completion of a \$248,000 project for correction of an erosion problem on Route 5 in Edgewater, Bergen County.

The erosion, according to a Department spokesman, had reached the point where falling rocks created a hazard by breaking away from the cliff which borders Route 5 and bouncing from the curb area onto the highway.

To eliminate the danger, all loose rock has been stripped from the face of the cliff. A concrete mixture has been forced into remaining cracks to prevent future erosion resulting from attacks by the weather.

Anticipating that small rock fragments will still break off, a concrete wall 5.5 feet high has been built which will follow the curb line along the face of the cliff. The entrapment wall will prevent falling fragments from rolling onto the highway.

The work site extended from the junction of Route 5 and Undercliff Avenue, near Edgewood Avenue, 700 feet south along the ascending highway.

#####

5,1A
63-N -41

1911

January 1st

Received of Mr. J. H. Smith

the sum of \$100.00

for the purchase of a new

carriage

for the use of the

BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

TUxedo 2-3000 - Ext. 431-432



RELEASE TUESDAY P.M.'s

1963

Routes 49 and 77
COMPLETION
City of Bridgeton
Township of Fairfield
Cumberland County

Trenton, Nov. 19 - The New Jersey State Highway Department today announced completion of a drainage improvement project to relieve flooding conditions on Route 49 and 77 in Cumberland County.

Work consisted of the installation of new drainage systems on Route 49 at the intersection with County Road 553 (Fairton Road) in Fairfield Township and on Route 77 at the location where the Central Railroad of New Jersey crosses the highway in the City of Bridgeton.

Costs of the \$53,000 project will be paid entirely by the State Highway Department.

49,7A
77,1A
NPI

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CHICAGO, ILL. 60637

DATE

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RELEASE UPON RECEIPT

1963

Interstate Route 78
N.J. Route 24 Freeway - COMPLETION
Millburn Township, Essex County
City of Summit, Twp. of Springfield
Township of Union, Union County

Trenton, November 18 - The New Jersey State Highway Department today announced completion of a demolition project located at the proposed intersection of Interstate Route 78 and N.J. Route 24 Freeway in Union and Essex Counties.

This was the second demolition project to be performed on a portion of Interstate Route 78 in the Union County area.

Demolition work was performed in Millburn Township, the City of Summit, the Township of Springfield and the Township of Union.

Above ground structures of buildings were demolished and foundation walls and basement floors were removed.

Costs of the project will be shared by the Federal Government and the State Highway Department.

#####

78,5R
24Fwy 12B
62-I-26
62-P-7

NEW JERSEY

Traffic Conditions Report

STATE HIGHWAY DEPARTMENT

Bureau of Public Information
Trenton 25, New Jersey
TU xedo 2-3000

RELEASE FRIDAY NOVEMBER 15

WEEK OF NOVEMBER 16 - NOVEMBER 22

Trenton, Nov. 15 - The New Jersey State Highway Department, as part of a continuing service to the public, today issued a list of locations within the State where road construction and maintenance may cause interference to motorists during the week of November 16 - November 22.

Atlantic

Route U.S. 30, Absecon -- Traffic on Route U.S. 30 at Shore Road will be restricted to a single lane in each direction during reconstruction of the bridge over Absecon Creek. Westbound traffic will be detoured to the eastbound lanes at the bridge site. The condition will continue until the end of 1963.

Bergen

Route 3, East Rutherford -- Traffic will be guided through the construction area as work proceeds.

Southbound Route 20 traffic desiring to reach westbound Route 3 will detour by way of Paterson Plank Road and Route 17 to Route 3. The condition will continue for about 6 months.

In the construction area west of the Hackensack River there will be occasional delays to traffic resulting from movement of construction equipment across the highway. The condition will continue for about 6 months.

Route 5, Edgewater Borough -- During operations to strip rock from the face of the cliff, traffic will be detoured around the work area through local streets.

From the intersection of Route 5 with Palisades Avenue in Fort Lee traffic will travel north on Palisades Avenue to Main Street, Fort Lee, thence east on Main Street to River Road and north on River Road to Route 5. The condition will continue for about 3 months.

Route 80, Teaneck, Ridgefield Park, Bogota -- The detour at Teaneck Road between Arthur Street and Jasper Avenue will remain through November, 1963.

Route 80, Township of South Hackensack, Teterboro, City of Hackensack -- Huyler Street between North Street and Wesley Street is closed to traffic.

Minor delays will occur on Hudson Street.

Route 95, Teaneck -- Fort Lee Road is detoured between Glenwood Avenue and the Overpeck Creek Bridge. Glenwood Avenue is detoured between Fort Lee Road and Cypress Street. The condition is the same as that which prevailed last week and it will continue until paving operations now underway are completed.

(more)

1963
TRAFFIC CONDITIONS REPORT

Bergen-Passaic

Madison Avenue (Paterson) traffic has been detoured to permit the construction of Route 80 underpass. The detour will be in effect for six months.

Camden

Route 30, Lawnside -- Minor delays during utility company installations.

Route 38, Pennsauken and Cherry Hill Townships -- Slight interference to traffic for next 2 months during roadway widening and the construction of interchanges at Browning Road and Cuthbert Boulevard. Traffic will be guided through the construction area.

Route 130, Pennsauken to Collingswood -- Traffic will be restricted between the hours of 9 a.m. and 4 p.m. daily during the month of November during widening of roadway under railroad bridges at Westfield Avenue, Pennsauken; Browning Road, Pennsauken and Haddon Avenue, Collingswood.

Route 168, Glendora to Blackwood -- Traffic reduced to one lane during sanitary sewer installation. No weekend or evening interference.

Essex

Route 21, Belleville -- Traffic will be guided through the construction area. The condition will continue until the end of 1963.

Gloucester

Route 45, Woodbury -- Minor delays during utility installations.

Hudson

Route 1, Jersey City -- During construction of

barrier curb from 12th Street and 14th Street Viaduct to the vicinity of Hudson Boulevard minor delays may be expected to traffic travelling eastbound. Westbound traffic will be rerouted overhead on local streets. The condition will continue for one month.

Route 3, Secaucus -- Occasional delays to traffic in the area of the operations to widen the Turnpike Bridge while equipment moves in the construction area. The condition will continue until the end of 1963.

Traffic will be guided through the construction area on Route 3 between Tonnele Avenue and the Paterson Plank Road. The condition will continue for three weeks. No interference after 4 p.m.

Hunterdon

Route 69 and 202, Raritan Township and Flemington -- Minor restrictions may be expected due to construction of barrier curb. The condition will continue for from 6 - 8 weeks.

Mercer

Route 29 Freeway, Trenton -- Two way traffic will be carried on the new southbound roadway while the northbound roadway is being built.

Middlesex

Route 18, East Brunswick and Madison Townships -- Minor interference may be expected throughout the construction area. Traffic will be reduced to 1 lane from Rues Lane to Main Street during paving operations. The condition will continue for 2 weeks.

(more)

1963
TRAFFIC CONDITIONS REPORT

Middlesex cont'd

New Street will be closed between George Street and Route 18 until New Street overpass is built.

Monmouth

Route 9, Freehold -- Traffic will be guided through the construction area. The condition will continue until the end of 1963.

Route 33, West of Millhurst -- Traffic will be restricted during repairs to bridge deck.

Route 35, Middletown -- Traffic will be restricted along Old Kings Highway and on Tindall Road during drainage installations. The condition will continue for one month.

Route 36, Keyport, Raritan Township, Union Beach, Keansburg -- Constriction of traffic may be expected at Flat Creek, East Creek and Waackaak Creek during drainage construction. Roadway excavation operations are underway between Middle Road and Stone Road. The condition will continue for one year.

Route 79, South Street, Freehold -- Minor delays during drainage installations.

Morris

Route 10, Town of Whippany, Hanover Township -- During construction of barrier curb traffic on Route 10 will be restricted to one lane at various locations throughout the project. The condition will continue for about 5 months.

Route 15, Twp. of Rockaway, Twp. of Jefferson -- Movement of equipment and excavation operations in the shoulder areas will restrict traffic.

Route 53, Mt. Tabor to Denville -- Minor delays during utility installations.

Somerset

Route 287, Bridgewater Township -- There will be a short detour for Route U.S. 202-206 traffic beginning near the Bridgewater Township Municipal Building for northbound traffic and near Green Knoll Tavern for southbound traffic in the vicinity of construction of the Route 287 inter-section. The condition will continue for 1 month.

Talamini Road, which runs from Routes 202-206 to Country Club Road has been closed temporarily while Talamini Road bridge is being built. The condition will continue for 3 weeks.

Route 287; Route U.S. 202-206, Bedminster -- Minor interference will result from movement of construction equipment along U.S. 202-206 between Pluckemin and Bedminster.

Sussex

Route 15, Sparta -- Minor delays may be expected during drainage installations.

Union

Route 1, Linden -- Traffic will be reduced to two lanes during construction of turn slots.

Warren

Route 24, Lopatcong, Greenwich, Franklin, Washington -- Intermittent delays may be expected during resurfacing operations from Route 22 to Stewartville Road and from New Village to Lincoln Avenue. The condition will continue until the end of 1963.

#####

BERGEN
MALL

B

FOREST AVE

KORVETTE

K

SPRING VALLEY RD.

FARVIEW AVE.

CENTURY RD.

GARDEN STATE
PLAZA

ALEXANDERS

GARDEN STATE
PARKWAY

17

2

G

4

J

8

9

A

10

4

3

7

6

5

BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton



TUxedo 2-3000 - Ext. 431-432

IMMEDIATE RELEASE

1963

Symbol-Signs
State Highways 4 and 17
Paramus, Bergen County

Trenton, Nov. 14 - The New Jersey State Highway Department plans to start installation tomorrow of coded symbol-signs to alleviate traffic tie-ups at the intersection of State Highways 4 and 17 in the Borough of Paramus, Bergen County.

There are four large shopping centers within a one mile radius of the intersection, which generate 100,000 vehicle trips daily on the two highways during rush hours.

The project was initiated by the Paramus Chamber of Commerce Traffic Committee chairman Ivan Satten. Others cooperating in the study and development of the plan included Highway Commissioner Dwight R. G. Palmer, Wilfred Watson and D. J. Henderson of the Highway Department; Paramus Police Chief Carl W. Jockish; and representatives of the shopping centers.

The Commissioner said the program, worked out over the past two months, was developed solely to provide a safe, expeditious flow of traffic through the area on the two major highways. The signs are aimed at reducing uncertainty on the part of drivers. The project will cost an estimated \$40,000 to be shared by the Highway Department and the Chamber of Commerce.

Highway employees will install permanent, illuminated signs on the overpasses in the shape of symbols bearing a single letter; a triangle with the letter A for Alexanders, a square with the letter B for Bergen Mall, a circle with the letter G for Garden State Plaza, and a diamond with the letter K for

(more)

1963

Symbol-Signs

State Highways 4 and 17

Paramus, Bergen County

Korvettes. The symbol signs will be used to channel traffic into special lanes. They will be augmented by local police using identical, portable symbols to change traffic lanes as conditions demand, to channel traffic through the intersection or into one of the shopping centers.

The Paramus Chamber of Commerce is erecting illuminated information billboards throughout the area explaining the symbols. The combined efforts are to be completed before Thanksgiving for daily use during rush hours.

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Note to Editors: Attached sketch shows locations where signs are to be installed.

BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton



TUxedo 2-3000 - Ext. 431-432

RELEASE UPON RECEIPT

1963
Building Sale
Ridgewood, Bergen County

Trenton, Nov. 15 -- The New Jersey State Highway Department today invited anyone interested in purchasing a residential building in Ridgewood, Bergen County, to attend a public sale November 21.

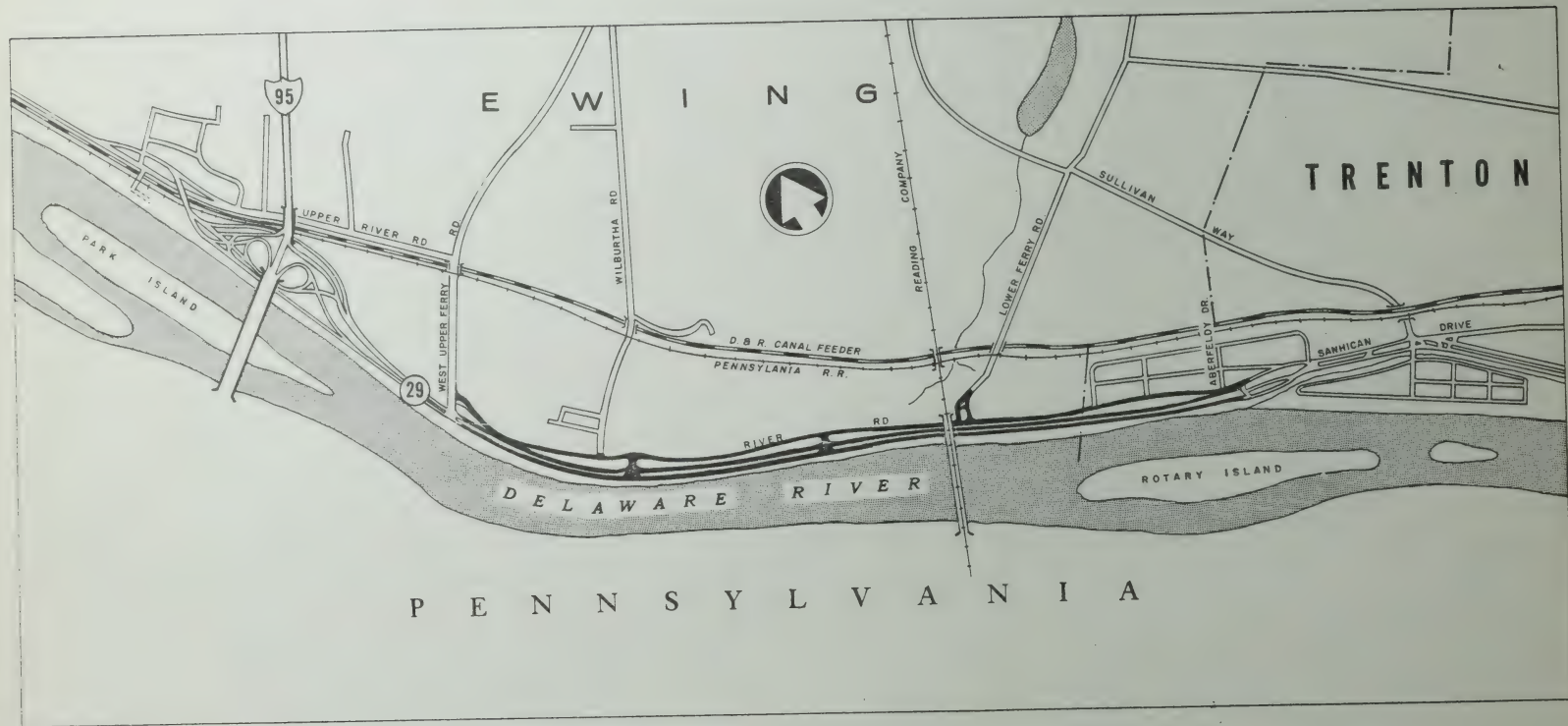
The house stands on land purchased by the Department so the Route 17 - Linwood Avenue intersection could be improved through the construction of an overpass and interchange ramps.

A spokesman said the Department wants to sell the house so it can be moved and continue its useful life as a residence, and remain on the municipal tax rolls. In addition, the sale would return to the Department a portion of the money originally paid for the entire property.

The sale will begin in the building at 221 Van Emburgh Avenue at 2 p.m. The detached garage will be offered as a separate unit.

The spokesman said similar sales of surplus buildings and land have been held since 1956. In 1962 such sales saved the Department more than \$380,000.

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

RELEASE UPON RECEIPT



TUxedo 2-3000 - Ext. 431-432

1963

ROUTE 29 FREWAY - ADV
City of Trenton
Ewing Township
Mercer County

Trenton, November 14 - The New Jersey State Highway Department today announced bids will be received December 5 on a project for the construction of another portion of the Route 29 Freeway in Mercer County.

The nearly 2 mile long project will begin in the vicinity of Aberfeldy Drive in the City of Trenton and extend westward along the north bank of the Delaware River to West Upper Ferry Road in Ewing Township.

The entire length of the existing River Road will be improved within the limits of the project. A new dualized freeway will be built adjacent to the southern border of the Road along the bank of the Delaware River.

The roadways of Route 29 Freeway will consist of 12 inches of subbase topped by reinforced concrete pavement 8 inches thick. A variable width grass island median will separate the roadways. Two lanes of traffic will be carried in each direction, eastbound and westbound on 12 foot wide lanes. The roadways will be bordered on the outer edges by 10 foot wide bituminous concrete shoulders and white concrete vertical curb.

River Road will be separated from the new freeway by a variable width grass island. A barricade of aluminum chain link fence will be placed between the road and the freeway. To maintain a pleasing appearance and minimize sound emanation from the Freeway, all marginal and center strips will be landscaped with appropriately located shrubs and existing trees will remain at all locations possible within safety limitations.

(more)

1963
ROUTE 29 FREEWAY - ADV
City of Trenton
Ewing Township
Mercer County

Improvements on River Road will consist of widening and resurfacing with bituminous concrete as well as drainage changes. One lane of traffic will continue to be carried in each direction.

Traffic on Sanhican Drive, travelling westward, will be able to continue westward on River Road or to connect to westbound Route 29 Freeway at a point just east of Aberfeldy Drive.

An intersection improvement at Lower Ferry Road will enable westbound River Road traffic to enter Lower Ferry Road or to turn around to the eastbound lanes. At this same intersection, Lower Ferry Road traffic will be able to enter the westbound or eastbound lanes of the freeway.

Between Lower Ferry Road and Wilburtha Road and again just east of Wilburtha Road, intermediate connections will be provided between the eastbound and westbound lanes of the freeway and River Road.

At West Upper Ferry Road, where the project terminates, connections will be made between the freeway, the River Road and West Upper Ferry Road.

The new stretch of freeway will connect previously built portions to the east and to the west. To the west, Route 29 Freeway joins the Scudder Falls bridge, which crosses the Delaware River into Pennsylvania. In the same area a connection may now be made to Route 129 Freeway to the north. To the east, the new portion of freeway will connect to another portion extending eastward to Calhoun Street.

(more)

1963
ROUTE 29 FREEWAY - ADV
City of Trenton
Ewing Township
Mercer County

Construction is now underway between Calhoun Street and North Willow Street on improvements to the Route 29 Freeway. Future plans include extension of the freeway around the Trenton metropolitan area to an intersection with Route U.S. 206 east of the City.

Costs of the project, which is expected to take 175 working days to complete, will be shared equally by the Federal Government and New Jersey. All bids will be reviewed before a contract is awarded.

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29Fwy, 13F, 14A, 15B
62-P-8

BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton



TUxedo 2-3000 - Ext. 431-432

RELEASE UPON RECEIPT

1963

ROUTE 37 - BIDS
Bridge Bulkhead Repairs
Berkeley Township

Trenton, November 14 - The New Jersey State Highway Department today announced a low bid of \$69,490.60 was received from Foundations and Structures, Inc., Linwood on a project for the construction of the timber bulkheads at the Route 37 bridge which carries traffic between Pelican Island and Seaside Heights in Berkeley Township, Ocean County.

Other bidders on the project were: Clayton Construction, Inc., Marmora, \$69,939.44; Franklin Contracting Co., Little Falls, \$91,291.65; Franklin Contracting Co., Inc., Williamstown, \$96,806.00; Arthur R. Henry, Inc., Northfield, \$102,589.00; Ole Hansen and Sons, Inc., Pleasantville, \$103,092.90.

Construction of timber piles and timber sheeting will prevent future erosion of the roadway embankment.

About 420 feet of bulkhead will be built adjacent to the westbound roadway while about 380 feet will be built adjacent to the eastbound roadway.

Costs of the project, which is expected to take 90 working days to complete, will be paid entirely by the New Jersey State Highway Department. All bids will be reviewed before a contract is awarded.

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37,1A
Maint.

BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

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IMMEDIATE RELEASE

1963

Route 45 - ADV
Mullica Hill
Gloucester County

Trenton, Nov. 14 - The New Jersey State Highway Department today announced it will receive bids December 5 on a project for the partial demolition of the bridge carrying Route 45 over the stream south of Raccoon Creek in Mullica Hill, Gloucester County.

Following demolition of the bridge, 172 linear feet of 48 inch diameter corrugated metal drainage pipe will be placed in the stream bed to carry the stream flow under Route 45. Earth fill will be placed over the pipe and a new roadway will be built over the stream.

The new roadway will consist of subbase 8 inches thick, bituminous stabilized base course 6 inches thick and bituminous concrete pavement three inches thick bordered by concrete vertical curb.

While construction is underway traffic will be detoured around the work site over Route U.S. 322 and Route U.S. 322 (Alternate).

One lane of traffic will continue to be carried in each direction, northbound and southbound when work is completed.

Costs of the project, which is expected to take 40 working days to complete, will be paid entirely by the State Highway Department. All bids will be reviewed before a contract is awarded.

63-N-51
45,6A

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

TUxedo 2-3000 - Ext. 431-432

IMMEDIATE RELEASE



1963

LAND SALE

Ramsey Borough

Bergen County

Trenton, Nov. 14 - The New Jersey State Highway Department today invited anyone interested in purchasing a piece of land adjacent to the Route 17-Spring Street overpass in Ramsey Borough, Bergen County, to attend an auction sale November 21.

The sale, scheduled to begin at 11:30 a.m., comes under the Department's program to clear its books of left-over pieces of land. In 1962, similar sales saved the Department more than \$380,000.

The land to be sold is a pie-shaped wedge which extends from the south-east edge of the ramp connecting Island Road and Spring Street. Frontage is about 200 feet, and sides approximately 140 and 145 feet. The two sides of the property adjoin private properties.

A Highway Department spokesman said one of the conditions of the sale will deny access between the land and the ramp. Another condition requires the successful bidder to pay ten per cent at the sale, which will be held on the property.

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

TUxedo 2-3000 - Ext. 431-432

RELEASE THURSDAY P.M.'s



1963
Buildings Sale
Ewing Township
Mercer County

Trenton, Nov. 14 - The New Jersey State Highway Department today announced it hopes to sell an early American house in Ewing Township, Mercer County, to save it from being demolished.

Working with the Department to save the house are Mr. and Mrs. Eugene P. Drake, Jr., former owners of the old house, and a neighborhood civic association.

The residence, reportedly built in the mid or late 1700's, is located at 5 Federal City Road. The white frame structure stands on land purchased by the Highway Department in the area of a future interchange on the Route 129 Freeway.

A public sale is scheduled for 11 a.m., November 26. The house will be open for inspection prior to the first call for bids. A barn and other farm buildings will also be offered by the Department actioneer.

A spokesman said the public sale comes under the Department's policy to sell surplus buildings and land not needed for highway construction so that these properties can stay in useful service and be returned to municipal tax rolls.

In the case of the Drake house, the Department hopes to sell the residence to a person who will move it and use it as a dwelling. Failing that, it is hoped some individual or organization will acquire it and convert it to a museum, or preserve it as an example of early American architecture.

BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

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RELEASE UPON RECEIPT



1963

INTERSTATE ROUTE 280 - DEMOLITION
West Orange, Orange
Essex County

Trenton, November 14 - The New Jersey State Highway Department today announced it will receive bids December 5 on a demolition project on Interstate Route 280, the Essex East-West Freeway, in Essex County.

Approximately 36 buildings will be demolished over a distance of 1.07 miles in a corridor extending from Valley Road in West Orange eastward to Kenilworth Place in Orange. The corridor crosses South Jefferson Street, Scotland Road, Lincoln Avenue, Essex Avenue, South Day Street, North Center Street, Hickory Street, and Oakwood Avenue.

Buildings are being demolished on a selective basis as property acquisitions and agreements are reached and as the occupants of the buildings move out.

A Highway Department spokesman, recounting the history of the Essex East-West Freeway portion of Interstate Route 280, explained that the superhighway will solve the problem of providing an adequate traffic artery between Newark and the Oranges.

The entire route, to be about 17 miles long, will extend from Interstate Route 95 in Kearny to Interstate Route 80 in Parsippany-Troy Hills Township in Morris County.

A schedule of 60 working days has been set for the demolition project. The Federal Government will pay 90% of the costs while New Jersey will pay ten per cent. All bids will be reviewed before a contract is awarded.

280,5E
63-1-28

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton



TUxedo 2-3000 - Ext. 431-432

IMMEDIATE RELEASE

1963

Route 35 - BIDS
Woodbridge
Middlesex County

Trenton, Nov. 14 - The New Jersey State Highway Department today announced it received a low bid of \$157,718.20 from Middlesex Concrete Products and Excavating Corp., Woodbridge, on a project for widening a portion of Route 35 in Woodbridge Township, Middlesex County.

Other bidders on the project were: D and L Contracting Co., Inc., Rahway, \$167,651.50; C. H. Winans Co., Roselle, \$172,298.75; Jannarone Engineering Co., Matawan, \$178,542.80; Franklin Contracting Co., Little Falls, \$194,844.95 and Hess Bros., Inc., Parlin, \$213,733.00.

The existing two-lane Route 35 between Church Street and Woodbridge Circle consists of concrete pavement 29 feet wide bordered by bituminous surface-treated shoulders. The contract will provide for widening the roadway to 46 feet by rebuilding the shoulders and resurfacing the entire width between the curbs to provide for two lanes of traffic in each direction.

The existing highway's 9-inch thick reinforced concrete surface will be used as a base for a new bituminous concrete surface. The rebuilt shoulders will consist in part of a subbase 12 inches thick and bituminous stabilized base course 6 inches thick. The entire area will be surfaced with bituminous concrete. White concrete vertical curb will border the roadway.

The cost of the 0.7 mile project, which is expected to be completed by June 30, 1964, will be paid entirely by the New Jersey State Highway Department.

35,13A
64-N-32

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NEW JERSEY STATE HIGHWAY DEPARTMENT

TRENTON 2-2000 - EXT. 421-422



IMMEDIATE RELEASE

1957
Route 25 - 2000
Woodbridge
Middlesex County

Trenton, N.J. - The New Jersey State Highway Department today announced it received a low bid of \$157,745.00 from Middlesex Concrete Products and Co., Woodbridge, on a project for widening a portion of Route 25 in Woodbridge Township, Middlesex County.

Other bidders on the project were: B and L Contracting Co., Inc., Rahway, \$167,051.00; G. H. Simon Co., Roselle, \$175,590.00; Johnson Contracting Co., Rahway, \$176,115.00; Franklin Contracting Co., Little Falls, \$176,240.00; and New York, Inc., Little Falls, \$213,775.00.

The existing two-lane route 25 between Union Street and Woodbridge Circle consists of concrete pavement 25 feet wide bordered by sidewalks and 10-foot shoulders. The contract will provide for widening the roadway to 40 feet by retaining the shoulders and reconstructing the entire width between the curbs to provide for two lanes of traffic in each direction.

The existing highway's 5-inch thick reinforced concrete curbs will be used as a base for a new 6-inch concrete sidewalk. The rebuilt shoulders will consist in part of a 6-inch 12 inches thick and 12 inches wide reinforced concrete 6 inches wide. The entire area will be surfaced with bituminous concrete. White concrete vertical curve will border the roadway.

The cost of the 0.7 mile project, which is expected to be completed by June 30, 1958, will be paid entirely by the New Jersey State Highway Department.

